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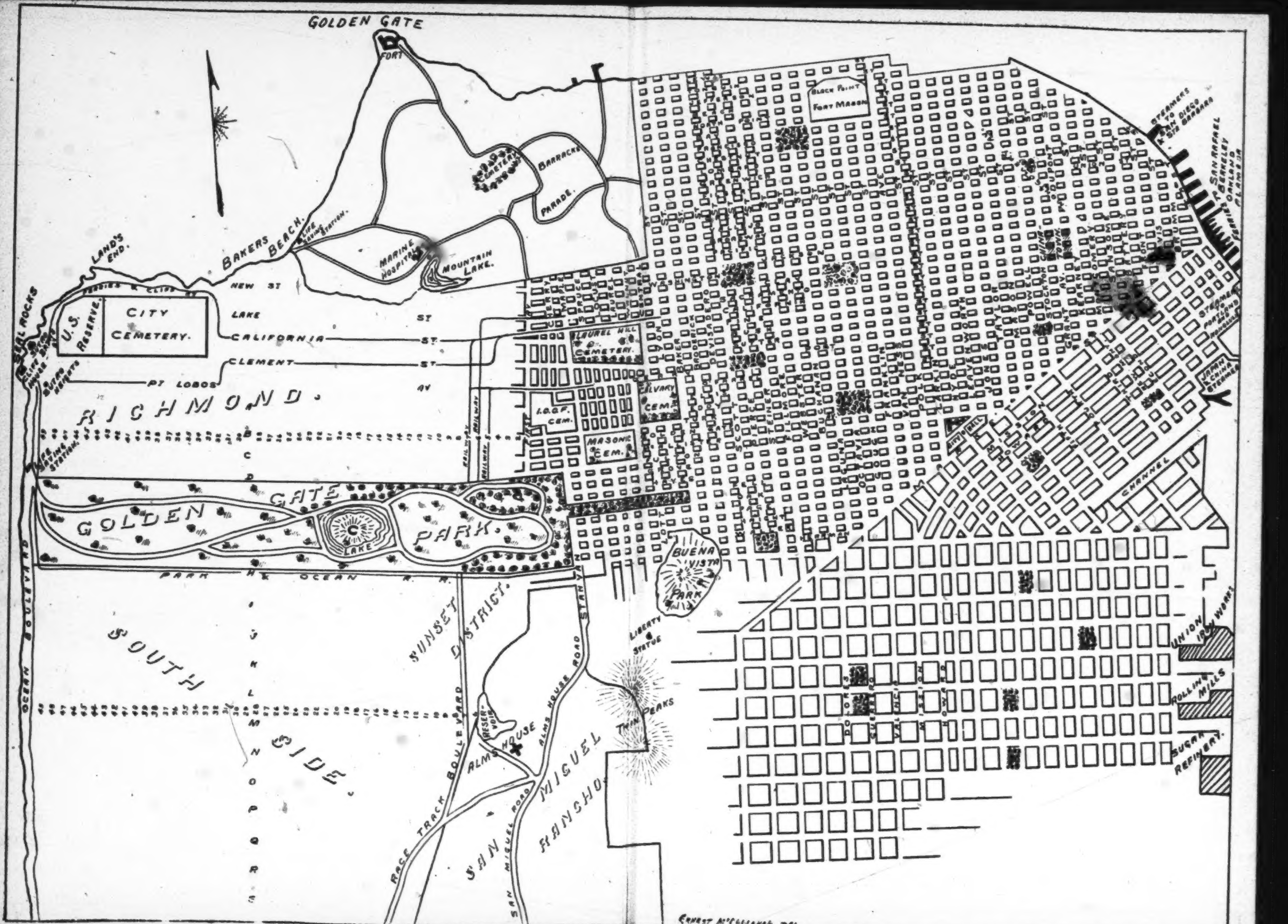
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DOXEY'S GUIDE

TO

SAN FRANCISCO

AND

THE PLEASURE RESORTS OF CALIFORNIA

NUMEROUS ILLUSTRATIONS

WILLIAM DOXEY
AT THE SIGN OF THE LARK
SAN FRANCISCO
1897

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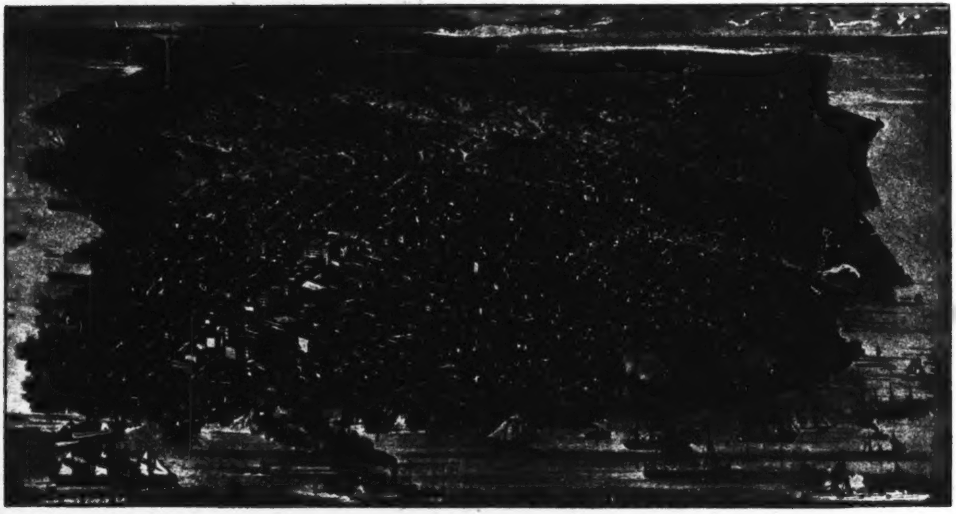
INTRODUCTORY

THE intelligent traveler's most efficient aid is a reliable Guide. The handbook for California here presented aims to meet this need. The visitor whose time is limited does wisely to purchase and study his Guide in advance. He is then equipped for observation without a preliminary chapter of experiences. This Guide will be revised as often as is necessary to keep it up to date; and the design is to give it enough of the "color of California" to render it attractive as well as instructive.

THE PUBLISHER.



BIRD'S-EYE VIEW OF SAN FRANCISCO.

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SAN FRANCISCO

FROM THE PIONEERS DOWN TO THE PRESENT TIME

As OVERTURE and argument are aids to the better understanding of an opera, so the historical sketch of a city, though not a necessity to the visitor, may add considerably to his enjoyment of a sojourn in it, and his appreciation of the points of interest which it affords. With such abundant records at command, with the testimony of living witnesses still within reach, the temptation is great to essay an historical sketch of San Francisco which would spread far beyond the circumscribing limits of a guide-book, to the exclusion of much less interesting but more necessary and useful matter. Furthermore, the story of the early days has been well written, time and again, by those much better qualified to do so. As a detailed sketch is not necessary, what this profile may lack in amplification shall, as far as possible, be supplied in accuracy. Information nowadays, like meats and milk, must often be supplied in condensed form; so, without any attempt at "fine writing," the story of this city by the Golden Gate is briefly told herewith.

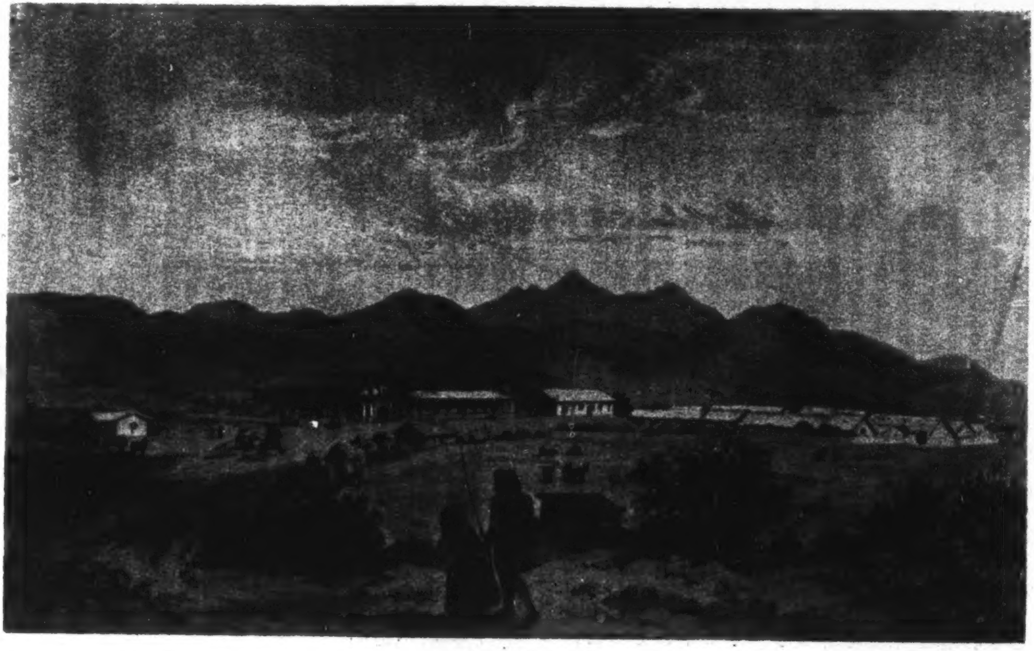
The discovery and naming, on November 7, 1769, of both the site and Bay of San Francisco are credited to Governor Portala, Captain Rivera y Moncada, Friar Juan Crespi, and a party of soldiers, muleteers, and Indians, numbering sixty-four persons all told. Crespi was a monk of the order of Saint Francis; and nothing is more probable than that he should have thus named bay and shore after the saint he so much honored. A shadowy claim for the origin of the name has been made in the assertion that the bay was discovered by Sir Francis Drake, and that the Spanish rendering of his title and Christian name might be "San Francisco." Though named as early as 1769, the site of the present city was not spoken of as San Francisco for nearly eighty years later. In the mean time two villages had grown up on the peninsula. One of these was called Dolores, from the Mission of San Francisco de Dolores, whose buildings still stand measurably intact. The other, for purely physical reasons, was called Yerba Buena (fine herb). The latter was on the water-front, close to a grassy slope, now bounded by California, Pacific, Montgomery, and Dupont Streets. The former, three miles distant, was the little coterie of dwellings which had gathered around the Mission buildings, now on Sixteenth and Dolores Streets.

In 1847, in order to avoid the confusion incidental to the application of both names to the extremity of this northward-pointing peninsula, and to prevent the possibility of popular error in supposing a proposed new town, called "Francesca" (now Benicia), was *the* town on the Bay of San Francisco, the name of San Francisco was by decree of the alcalde formally adopted.

This little detail of the baptism of the city by the Golden Gate is interesting, because it affords glimpses of the early life of the place before the city was. It shows that the Mission established here (one of twenty-one in a continuous line five hundred miles long, and about forty miles apart, from San Diego to Sonoma) was of the Franciscan order, and was known as the Mission of San Francisco de Dolores, or San Francisco de Asisi. It also shows that enterprising spirits were beginning to appreciate the future greatness of the bay by laying out towns at the water's edge—*e. g.* Benicia and Yerba Buena.

Just one little fact anent the name may be mentioned—that is, that the name "Yerba Buena" is still preserved to us; for the small island midway between Oakland and San Francisco is called Yerba Buena (or Goat) Island.

The Missions were the germ and shoot of civilization on a savage soil. They were the pioneer plants which made ready for later and more advanced growths. That the missionaries and the early colonists did not do much more than prepare the way is evident; for, as Hittell says, "even as late as 1820 not a good boat or wagon had been made, or even purchased, for ordinary business purposes." The first small settlement of colonists dates from June 28, 1776; the (Spanish) military establishment at the Presidio from September 17th of that year; and the Mission from October 8th. At one time the Missions flourished. From 1776 they grew and prospered until about 1813; then they gradually began to dwindle. They had served their purpose, like the *arundo arenaria*, which binds the shifting sands and dies when other vegetation can take root. The secularization of the Missions was the scattering blow. In 1833, the Mexican Government decided to overthrow, or "secularize," the Missions, and convert the villages around them into *pueblos*, or towns. While no order establishing a pueblo at San Francisco was ever issued, still it was assumed the Mission Dolores or Yerba Buena, or both, would become the pueblo. At this



MISSION DOLORES.

time (1835) an Englishman, William A. Richardson, set up a tent store at Yerba Buena, and succeeded in focusing the trade of the the military settlement (the Presidio) and the religious settlement (the Mission) at that place. A year later, Jacob P. Leese, an American from Los Angeles, joined Richardson, and built the first house at Yerba Buena, raising the American flag on July 4, 1836. The garrison at the Presidio had by this time vanished, save for one old soldier, and at the Mission there were not more than a dozen families. A different element—the pushing pioneer—was on the ground, and had already chosen the most fitting spot for commercial undertakings.

Official recognition of the advantage of the Bay of San Francisco followed closely in the trail of the pioneer, and in 1835 Captain Wilkes visited what he subsequently reported upon as "one of the finest, if not the very best, harbor in the world." The idea that California was to be settled by Americans grew with the concurrent ideas that the country would soon be declared independent of the Mexican Government, and then be annexed by the United States. These ideas received impetus from what was going on in Texas. In Polk's administration, beginning in 1845, these ideas were fostered; and on July 8, 1846, ten years after Leese had raised the flag near the first house, the Stars and Stripes waved over Yerba Buena, and the northern portion at least of California had passed under American rule. In this State there was but little fighting, and at San Francisco none at all. Almost immediately immigrants began to arrive. The Brooklyn, having on board a large party of Mormons from New York, and others capable of fighting as well as laboring, reached San Francisco on July 31st. Many of the able men volunteered in Colonel Fremont's battalion.

The declaration of American sovereignty over California was a fortunate thing for San Francisco. Her prosperity dates almost from the moment when she found herself under such lucky stars. In March, 1847, another shipload of immigrants arrived. "They had been enlisted in the interior of the State of New York," says Hittell, "under special instructions to enlist only such men as would promise to make California their home after the war, and who, by their good character and skill in the industrial arts, would make valuable settlers in a new country."

Thus the ship Thomas H. Perkins added to the immigrants who, coming off the Brooklyn, had taken peaceable possession of new homes. In March of this town-making year, a survey and subdivision into lots was made by an Irish surveyor, Jasper O'Farrell, under orders from General Kearny, and in July an auction sale was held. A ragged survey had been made by Jean Vioget in 1839. To the lines of that survey O'Farrell was to some extent obliged to conform, as Kearny, Dupont, Montgomery, Sacramento, Clay, Washington, and Jackson Streets had been more or less definitely established. In Vioget's time, too, a diagonal trail had been cut connecting Yerba Buena with the Mission de Dolores, and this trail, the original of Market Street, is now one of the finest thoroughfares in the United States.

The population of San Francisco, exclusive of soldiers and the village of Dolores, was, in August, 1847, four hundred and fifty-nine souls. There were one hundred and fifty-seven houses; and the military stores of the United States for the Pacific Coast were located in San Francisco. At this time Monterey and a half-dozen other towns in California were larger; but it was generally recognized that the little aggregation of houses at San Francisco was the nucleus of a city destined to overshadow all others in the State.

The new settlers of San Francisco were anxious to see the place grow as rapidly as possible; and many devices to boom the town, as one would now say, took form. They concluded to try the virtue of printer's ink. Articles descriptive of California and San Francisco were published in large numbers and sent across the Rocky Mountains. In one of the editions of the *California Star* gold-mining had been incidentally mentioned as a possibility. Before a second issue, "for transmission abroad," could be printed from the hand-presses, all need of advertisement had disappeared; the upward move of the State had commenced, and the cry of "Gold!" was ringing all over the Union and echoing on the distant shores of China, South America, and Europe.

The discovery of gold was made by James W. Marshall, on January 19, 1848, at a place called Coloma, forty-five miles northeastwardly from the town of Sacramento. (This was not the earliest discovery, however.) In San Francisco, the editor of the *Star*, having visited the diggings, pronounced the mines a sham. Editors err occasionally, and so did E. C. Kemble. Hardly had he made the announcement, when the first half-pound of gold-dust was sold at eight dollars an ounce to a jeweler in this city. From that time on gold began arriving in larger and larger quantities, and the population of San Francisco streamed forth to the diggings. A few long-headed individuals went to the placers, satisfied themselves that a vast immigration must be attracted there, and returned to San Francisco prepared to profit by the trade which they saw must grow out of such an advent of strangers.

In June and July of 1848, $250,000 worth of gold-dust reached San Francisco. In August and September, the receipts were over $600,000, and more than six thousand people were at work in the mines. The news spread like fire, and from all quarters of the globe men began making preparations to visit the new land of gold. Thousands caught the contagion of this "yellow fever," as the

"Annals of San Francisco" aptly calls it, and, first from different parts of California, then from Oregon, from the Sandwich Islands, Peru, Chile, China, Australia, and Europe, the fortune-hunters poured in. With a single bound, California assumed the proportions of a State. In towns like San Francisco, San Diego, Los Angeles, San José, Sacramento, and others, temporary and local forms of government had been adopted; but the need of a general form of civil government became more and more evident. A convention of delegates from the different towns was held at Monterey, and on November 13, 1849, without waiting for Congress, a State Constitution was adopted, and California had made herself a part of the Union. This action was subsequently ratified, and California, having attached herself to the Union, was enrolled by the Union as a State, on September 9, 1850.

In the summer of 1849, San Francisco was an apology for a city, so far as streets and buildings go. The houses were the veriest shanties—many people lived in tents, and pitched these portable dwellings without regard to the street lines. The streets in the winter of 1849–50 were in a fearful condition. The mud was so deep that three intoxicated individuals were suffocated in it, and two horses which had floundered in starved to death, as it was impossible to reach them. No grading had been done, and no planking had been laid. The only buildings worthy the name were the Custom House, on the southwest corner of Brenham Place and Washington Street, a site long since surrendered to the Chinese; the City Hotel, on the southwest corner of Clay and Kearny, now occupied by a four-story brick-and-plaster building; and the Parker House, on the east side of Kearny, between Washington and Merchant Streets, afterwards burned, and replaced by the Jenny Lind Theater. This building was also burned, and the first City Hall was built on the site. This has been recently torn down to provide for a modern Criminal Courts Building.

At this time, the population of San Francisco, according to Hittell, was probably about eight thousand, although the "Annals of San Francisco" states that "It may be reasonably estimated that at the close of 1849 the population of the town numbered at least twenty thousand, and probably nearer twenty-five thousand, souls." Whichever of these estimates be correct, certain it is that in 1850, thanks to the gold fever, the population increased very much, and was not less than twenty thousand.

With the influx of fortune-hunters from all parts of the world, the constant travel back and forth between San Francisco and the mines, many lawless characters took up their abode in the city; in fact, it became a sort of catch-all for the vicious of both sexes. Not content with the commission of all kinds of unlawful acts by two or three partners in crime, the criminals banded together, and one of their organizations achieved lasting notoriety as "The Hounds." Thefts, robberies, burglaries, incendiaries, and murders innumerable were committed, almost in public view. A lax judiciary and an extravagant municipal government, by their passiveness and venality, encouraged the criminals. Fires were of frequent occurrence. In December, 1849, the first extensive blaze occurred, and a million dollars' worth of property was destroyed; in May, 1850, three million dollars in property was consumed by the flames; six weeks later as much more went up in smoke. In May, 1851, "The Great Fire" occurred, and the loss of property was estimated at seven million dollars; and in June of the same year a fifth fire swept away two million dollars' worth of buildings and merchandise. While many fires were probably of incendiary origin, the greatest of all was positively traced to that cause. "The Hounds" and the "Sydney Ducks" were at last summarily dealt with and scattered to the four winds. Soon thereafter the famous Vigilance Committee was formed; and severe as its methods were, it unquestionably did a great work in awing the lawless element and bringing order out of chaos. This committee was formed in June, 1851, its main purpose being to punish incendiaries, though the sphere of its labors rapidly widened, and it became the public prosecutor, and in several cases also judge and jury. The original committee suspended in September of 1851, and in that time had brought about a remarkable change in the conditions of the city. It had hanged four men, inspired terror in the heart of the criminal, and had communicated to the supine and venal authorities something of a similar feeling, which forced them to a rigid attention to their duties and the administration of justice.

"Petticoat Lane," the haunt of thieves and cutthroats in San Francisco during the lawless period, was known as "Sydneytown," because many of the criminals were ticket-of-leave men, from Van Dieman's Land and New South Wales. Its locality was Broadway and Pacific Street and the vicinity of the present County Jail.

The Vigilance Committee has never been formally dissolved. It was called together for a very brief period in 1856, and two more notorious criminals, James P. Casey (whose grave may be seen in the Mission de Dolores) and Charles Cora, were tried and hanged in front of the Vigilance Committee headquarters, on Sacramento Street east of Battery. At that time the committee was over five thousand strong.

While lawlessness was running riot, and while good citizens were banding together to check it, the city was steadily developing physically. The section known as "Happy Valley," on the south side of Market Street, from the water-front west, originally only a residence section, was being encroached upon by foundries, repair-shops, lumber-yards, and flour-mills, and the nucleus of what is still the greatest manufacturing district of the city was formed. Streets were planked, sidewalks were made, and buildings of a more substantial nature rapidly replaced those which the purging fire had swept away. The Californian spirit was aptly illustrated in the energy and courage displayed after these fires. Instead of lamenting their losses, the burnt-out business-men were at work rebuilding almost before the ashes could be cleared from the sites of their former possessions.

The greatly increased shipping since the time of Leese had rendered the construction of wharves an absolute necessity. From the eastern extremity of a number of those streets which commenced in the waters of the bay wharves were constructed. Thus, in 1850, the Market-street wharf was built; then California-street wharf. Those on Clay, Washington, Jackson, and Pacific Streets were the longest, being fifteen hundred feet in length. Gradually cross-connecting wharves were constructed, and then the intervening spaces were filled in, until the city front was extended to its present location, and the waters of the bay were driven back from Montgomery Street. The city from that street east stands on "made" ground, which has required the construction of "scow-bottom" buildings in the section, and invariably necessitates expensive piling in this area before any buildings can be erected. Hulks which had been beached in early days were gradually inclosed by the wharves, and the most noteworthy of these stranded vessels, the Niantic, lay propped up for years on the northwest corner of Clay and Sansome Streets, where a four-story brick building now stands.

Some idea of the growing commercial importance of San Francisco may be gained from the fact that in 1847 the first square-rigged vessel entered the bay, and two months later its waters were for the first time rippled by the paddles of a steamer, the Sitka. In the year ending March, 1848, eighty-four vessels had arrived in port. In 1852, the arrivals were eleven hundred and forty-seven vessels, and the clearances sixteen hundred and twenty-five, and at no time in the history of the city has there been such a commercial contrast presented in so short a period.

Capital in these early days reaped large interest, and in 1853 it was a common thing to pay five per cent a month for loans. Real estate enhanced in value very rapidly, and the foundation of the hundred-and-one real and fictitious titles to realty was laid, which it has taken to this day to confirm or to quash. Small stores rented for two hundred to four hundred dollars a month, and auction-rooms as high as one thousand dollars. In 1853, rents, merchandise, and the cost of real estate were highest. The great influx of merchandise reduced its price, and then everything else began to come down, including the price of labor. The speculative spirit of the time found its principal exercise at the gambling-tables, and for years the city was almost as noted a resort for the gambler as Monte Carlo still is.

From time to time the population of the city was subject to a more or less heavy drain. Such exoduses occurred, in 1851, to Humboldt County; in 1854, to Peru; in 1855, to Kern County, and greatest of all, in 1858, to the Fraser River "New Caledonia" mines

The result of the last of these migrations, was a noticeable fall in the value of San Francisco realty. A reaction set in, however, and before 1859 closed values had been re-established. This year was a remarkably prosperous one for San Francisco; new factories were established, and the grading of streets and selling of lots at auction were resumed.

Gold-dust, which in the early '50's was, from lack of coin, the circulating medium, and the price of which in 1848 had been fixed at sixteen dollars an ounce, had given place to coins of all nations. French, Dutch, South American, German, English, Indian, and Mexican silver and gold pieces, with home-made slugs and coins of all kinds, were in circulation, a rough relative value of the different coins having been established. In 1854 coins were minted for the first time in San Francisco, and in 1859 the banks declined to receive foreign coin, thus excluding from circulation all but American money.

The early political history of San Francisco, important as it is, need not trespass on this space. Those interested in it — the early Senatorial fights, the *roles* played by such men as David C. Broderick, W. M. Gwin, M. S. Latham, David S. Terry, and others — are referred to Hittell's book, already mentioned.

In 1860, one of the most important events, so far as the settlement of the city is concerned, was the rejection of a large number of fictitious titles to about twenty-three thousand acres of land, between California and Market Streets, south of Market Street, and west of Larkin Street. These titles had greatly interfered with street work and improvements. Their rejection opened the way for much new building. At this time, too, a steam railroad was constructed out Market to Valencia Street. Before the close of 1861, the Russ House, Lick House, Occidental Hotel, Masonic Temple, Grace Episcopal Church, and St. Mary's Hospital had been built, and all stand to-day, modernized to some extent, monuments of the enterprise of those days. A pony express was established in 1860, which carried letters across the Sierras at the rate of five dollars a half-ounce. It arrived and left the city twice a week.

When the War of the Rebellion broke out, San Francisco led the State in favor of the Union, and was true to the close. To the stranger it may not be known that the majority of the representatives of California in Congress favored the establishment of a Pacific republic, and nothing short of the most emphatic expressions of opinion secured to this State that unity with the Nation which she has ever since gloried in.

San Francisco's contribution to the Sanitary Commission will remain a signal evidence of the liberality of her citizens; for in the campaign of 1862, when the call for aid reached here from New York, Starr King started a movement which resulted in a contribution of three hundred thousand dollars, and in 1864 of two hundred thousand more, from a city of one hundred and ten thousand inhabitants. The total contribution in coin from California was $1,200,000. Nor was this all; for she sent such men as Sherman, Halleck, Hooker, McPherson, and hundreds who bravely ranged themselves under their and other commands — men who had been intimately associated with San Francisco and life in the Far West.

As the effects of the gold fever wore off, and the output diminished, the agricultural development of California increased, and San Francisco steadily grew in commercial importance. It was during the agricultural development of the State that the discovery of the great Nevada silver mines was made. The mention of the names of some of these mines is sufficient to recall, not alone their great productiveness, but the infamous stock manipulations, in which the confiding innocent was invariably the victim of the scheming owner and his many accomplices.

The silver era lasted for eighteen years. Commencing just before the War, it was the cause of a greater influx of people to San Francisco and the spreading throughout the State of more wealth than the discovery of gold. It furnished the funds which made possible the development of the agricultural, viticultural, and horticultural industries, and paved the way for the establishment of greater manufacturing industries than had hitherto existed.

In these eighteen years great changes came over San Francisco, and it moved forward to a position among the large cities of the United States. The Civil War also stimulated business in San Francisco; for it sent to this coast many who sought freedom from the troublous times on the Atlantic side, and the building up of the city at that time (its hotels, business houses, and residences) was largely due to that cause. At the outbreak of the War, San Francisco had a population of eighty-three thousand; when peace was declared, there were one hundred and nineteen thousand souls who claimed the city by the Golden Gate as their home. The export trade of the city grew rapidly, and in 1864–65 Hittell estimates the total exportation of merchandise at fifteen million dollars, while in 1867 it had risen to twenty-two million.

The only serious earthquake which occurred in San Francisco was in 1868. It frightened a good many people out of the State, killed five persons, injured several, and was responsible for the erroneous impressions, scarcely effaced after the lapse of over a quarter of a century, that this is a chronic earthquake country.

Little by little, the city acquired the attributes of a modern seaport. Its wharves had been built, its factories and repair-shops had been established, it had passed through some of the wildest experiences in stock and realty gambling, it had had its periods of lawlessness and venality, and had emerged from all, lacking but one essential to the further development of a great town. San Francisco had no connection with the outer world by rail. Telegraph lines had been established between adjacent points, and short local railroad lines had been built, but for news the city was still dependent upon the pony express and the still slower steamer service.

It was in 1869 that San Francisco first began to take a real interest in the transcontinental railroad, which prior to that time had been under construction between Sacramento and Ogden. In May of that year, the line was completed between these two points, and in September to Oakland. The expected coming of the railroad gave rise to great speculation in real estate, so that, when the last spike was driven, prices had risen to absurd figures, and the traffic in realty was so great that a crash was inevitable. To this day the effects of that realty booming are to be seen in outlying districts, which only now are legitimately attaining the values then put upon them. Prices in realty began to topple as soon as the road was finished, and declined steadily till 1873, when they had reached bedrock, and the market once more took a slow upward turn.

The speculative spirit which had always been characteristic of the San Franciscan in the mean time turned itself to mining stocks, and found ample opportunity for exercise. It was during this silver era that San Francisco acquired her millionaires. Men like Mackay, Flood, Fair, and O'Brien made their enormous wealth in mining, while Crocker, Hopkins, Huntington, and Colton owed their millions to the transcontinental railroad. For its size, the city then had, and probably still has, more millionaires than any other city in the United States, and though there have been times of suffering and want, San Francisco has never been characterized by that abject poverty which all but invariably exists side by side with great wealth.

In the silver era fortunes were made very rapidly, and the wealth acquired in mining and railroads did not represent by any means all the great fortunes acquired. Real estate made millionaires; wheat, and commerce generally, had their quota of wealthy men.

The Franco-Prussian War, in 1870, brought added prosperity to this city and State, as it did to many other lands. The French and German citizens of San Francisco contributed liberally for the aid of their respective countries. The Belcher mining bonanza followed in 1872, with sales of mining stock aggregating two hundred millions of dollars. Two years later the Consolidated Virginia mining excitement came, and another in 1877. Then followed the inevitable collapse, when the value of mining stocks broke like a runaway mule team on a down grade. The shrinkage in values amounted in three years to $140,000,000.

A sketch of these days in San Francisco would be incomplete without the mention of two men who, while as different in temperament and disposition as two men could be, each in his way exerted a potent influence in shaping the city's course in the march of progress. W. C. Ralston's influence was exerted during his lifetime, and James Lick's disposition of his wealth, administered since his death, has done much for the city and State. Ralston was one of the most enterprising men who ever lived in San Francisco. He was the promoter of great industries, and the pioneer of an era of great commercial development in San Francisco. Hittell credits him with the establishment in great part of the Mission Woolen Mills, the Kimball Carriage Company, the Cornell Watch Factory, and other manufacturing establishments. He also aided greatly in the construction of the San Joaquin Irrigating Canal, the opening of New Montgomery Street, the building of the old California Theater, and, last but not least, the Palace Hotel, which he planned and, with the late William Sharon, built. Ralston's death by drowning, the day the Bank of California closed its doors, August 26, 1875, is a date in the city's history.

James Lick was a cold man who had but few friends, and was the very antithesis of the open-handed, hospitable Ralston; yet his monuments are many. The Mount Hamilton Observatory, the Pioneer Building, the Academy of Sciences, the Francis Scott Key Monument, and the Lick Public Baths should be mentioned. Among other evidences of his liberality, which the city has but recently acquired, are a School of Mechanical Arts and a monument in front of the City Hall.

MODERN SAN FRANCISCO

FROM the advent of the railroad and telegraph, San Francisco may be accounted a modern city. After the effects of unreasoning speculation had begun to wear off, and within six years after the opening of the railroad, the population had grown nearly fifty per cent; the city had spread out both westerly and southerly, and the value of taxable property had more than doubled. Real estate, which had fallen to a very low ebb, had recovered, and the total of sales for 1875 ranks with the largest of any year in the city's history. The manufacturers of the city employed twenty-one thousand people, and turned out products valued at over fifty million dollars. The savings banks had deposits of at least fifty-five million dollars, the Clearance House was established, and the commercial banks then commenced doing business as in other modern towns. In other directions the city was acquiring the dignity of a metropolis. In 1870, the Legislature set apart certain outside lands as public parks, and in that year the reclamation of Golden Gate Park, one thousand and forty acres, was commenced. Before 1875, it had taken on much of the appearance of a park, and was becoming a center of popular attraction.

In 1873, the first street-car cable road was put in operation, and proved so profitable that three years later other roads were constructed, until the city attained the reputation of having the best street-car service of any city in the United States.

In the matter of Public Schools San Francisco was well supplied. There were in 1875 fifty-six schools, five hundred and seventy-four teachers, and seventy-one thousand five hundred scholars in a population of two hundred and ninety thousand. In addition, St. Ignatius College, then on Market Street, had been in existence since 1855, and there were also a large number of private schools.

Public and private buildings took on more pretentious proportions. At this time (1875) the new City Hall, still unfinished, was under way; and the Baldwin Hotel was opened in February, 1877. The erection of these two structures aided the building up of Market Street from Powell west, and that thoroughfare began to be lined with large stores, and to become as popular a promenade as Kearny Street.

Of the past twenty years of San Francisco, little more, and nothing less, can be said than for any other growing city of the United States. Its youthful days of romance are passing; the maturity of the metropolis of a great country is at hand. Her mistakes have been those of youth and inexperience, those incident to the peculiarity of her origin, her cosmopolitan population, and her rapid growth. She has had her advancements and her haltings, but the aggregate shows a steady outspreading and increase in population. Little by little the city is absorbing the entire northern extremity of the peninsula; and it requires neither prophetic tongue nor vivid imagination to picture a great and thriving people, whose buildings shall completely cover the county from its southern boundary to the Golden Gate, from the Bay of San Francisco to the Pacific Ocean. Like Rome of old, San Francisco is set upon the hills; but, unlike that capital of the ancient world, this modern metropolis of the Western empire has at her feet a magnificent bay, in which the navies of all nations may ride at anchor. The natural beauty of her location is rivaled only by its commercial advantages, and artist and business-man, poet and financier unite in pronouncing the situation ideal.

From Yerba Buena in 1849 — its green hillsides sloping to a shingly cove, its sudden, rapidly changing population of fortune-hunters rushing in from all parts of the world — to San Francisco in 1897, with its miles of wharves, its fine buildings, its great traffic, its three hundred and thirty thousand of population, how great the change! From an obscure village on the outskirts of civilization, behind the Rockies and the high Sierras, the haven of the adventurer, to the great metropolis of the most wonderful land on which the sun shines, bidding the nations of the earth to be her guests — what wonderful progress!

The picture is not overdrawn. In forty-five years, from a mission station of the humble Christian *padre*, San Francisco has risen to the rank of one of the great cities of the world, and gave in her California International Midwinter Exposition irrefutable proof, not only of her great energy and enterprise, but of her right to the proud title she wears as the metropolis of the Pacific Coast, the chief city of the great and ever-growing Land of the Setting Sun!

TOPOGRAPHY — CLIMATE — STATISTICS

Geographical Location and Area.— San Francisco is located in 37° 47′ 22.55″ north latitude, and 122° 25′ 40.76″ west longitude. The area of this city and county is about thirty-nine square miles,

MARKET AND KEARNY STREETS.

BIRD'S-EYE VIEW OF SAN FRANCISCO.

as the greatest distance in a bee-line across the country is six and a half miles, and the greatest length is a trifle over six miles.

Heights of the Hills.—All elevations in San Francisco are measured from the base, or zero, of levels, which is 6.7 feet above ordinary high tide. The mark is recorded at the foot of the boat stairs on the water-front of Pacific and Davis Streets. The highest points in the city are Twin Peaks, or Las Papas (the breasts), which are visible in a straight line from the ferry-landing all the way up Market Street. Commencing at the northeast corner of the peninsula with Telegraph Hill, there is a gradual increase in elevations, with intervening depressions, moving in a southwesterly direction to the Twin Peaks, where the greatest height (nine hundred and twenty-five feet) is reached, and then there is a gradual falling off to the county line.

The height of Telegraph Hill, which looks so imposing from the bay, is only one hundred and seventy feet above the zero of levels; at Taylor and Vallejo, the ridge has reached a height of two hundred and eighty feet, and at the crown of "Nob Hill" has attained three hundred feet. At the intersection of Jackson and Lyon Streets the elevation is three hundred and thirty feet, and then there is a valley, along which the pan-handle of the Park runs. To the south of this, rise Ashbury Heights, with elevations of three hundred and fifty-five feet at the intersection of Masonic Avenue and Frederick Street, four hundred and twelve at San Miguel and Ashbury Streets, and four hundred and sixty-five at the crest of the circular Park road. To the south of these elevations are the Twin Peaks; then come the high points of the Mission—four hundred and thirty feet at Douglass and Army Streets, six hundred and fifty-five at Douglass and Thirtieth Streets, six hundred and seventy-three at Bellevue and Twenty-seventh Streets, six hundred and twenty at Ellen and Day Streets, five hundred and thirty-seven at the Ocean Road and Twenty-fourth Street, and three hundred and eighty-one at Castro and Duncan Streets.

These are the principal elevations, and bear out the crescent-formed backbone of the city and county. There are many elevated points not mentioned—as, for instance, the highest points on all the cable roads running westward. From all these, delightful bird's-eye views of the city, night or day, are obtainable. Nothing prettier can be suggested to the visitor who has but a short stay to make in the city than a trip on the cars from the Ferries to the Cliff House. It will show how picturesquely undulating the site of the city is, and reveal to him many charming vistas of bay and ocean, valley and hill.

Climate.—Her location between bay and ocean has much to do with the uniformity of San Francisco's climate, Some one started the expression, "glorious climate," and utterly nondescript as is the phrase, it has stuck. Perhaps some figures as to temperature, rainfall, etc., may convey a better idea of what is meant by "glorious climate." For twenty-two years the average maximum temperature has been sixty-two degrees, and the minimum fifty-one degrees, a variation of only eleven degrees, and a mean temperature of fifty-six degrees. The highest temperature in San Francisco has been one hundred degrees, in June, 1891, and the lowest twenty-nine degrees, in January, 1888. The average temperature in January for twenty-two years has been fifty degrees; in March, fifty-four degrees; in June, fifty-nine degrees; in September, sixty-one degrees. in December, fifty-two degrees. These figures demonstrate how slight the variation in temperature is the year round.

The average annual rainfall for twenty-two years is 24.11 inches. In January, the average is 4.98; in June, 0.27; in September, 0.20, and in December, 5.11 inches. The last month and the first three months of each year are the rainiest. As to the number of clear days in the year, it may be interesting to state that San Francisco's average of rainy days is sixty-seven; Los Angeles, forty-two; Washington, D. C., one hundred and twenty-six; New York, one hundred and twenty-seven; Boston, one hundred and thirty-four; Chicago, one hundred and twenty, and New Orleans, one hundred and thirty-one.

Winds are prevalent and beneficial, especially in the summer months. For two hours, commencing about two o'clock every afternoon, fairly stiff breezes blow during these months from the west, sweeping the peninsula from ocean to bay. These are considered nature's best sanitary safeguard.

These winds also temper greatly the heat of the summer months, and are largely responsible for the maintenance of that equable temperature for which the city is noted.

The warm Japan current, the Chinook winds, and other oceanic and atmospheric influences which the scientists explain, give to portions of the peninsula a "warm belt," where fairly tropical verdure flourishes. It is a question of location, latitude, and altitude. California can furnish you any climate under the sun; and it is interesting to note how the different nationalities seek out their "home" temperature.

Weather Bureau.—The Weather Bureau of the United States Department of Agriculture is located in the Mills Building, on Montgomery and Bush Streets, and is open to the public.

The Population.—San Francisco is the most composite metropolis in existence, and, barring Edinboro', the most picturesque. It may be called the "City of the Hundred Hills," as in truth it is, and within its limits are the cities of the world, in miniature—a typical Chinese town of 30,000 people; a Jewish ghetto; a Latin quarter, a section where only Spanish-Mexican names appear, on the sign-boards and urchins in the streets gabble their *patois;* Italian gardens out at Sunnyside, where the dark-eyed children of vine-lands oversea wear the fabled red rose in their shining black hair, and carry water-jugs on their shoulders; the swart Syrian, with gold rings in his ears, displaying his tinted enamels and mosaics, his mystic moonstones and turquoises woven with Etruscan gold or Egyptian silver into fine intricacies—on sidewalk trays or in tiny booths—always the same patient, polite, sad-eyed, wily Syrian, who appears like a lost child in our civilization.

You breathe the air of Tokio, the odor of wild plum, and behold sacred Fusijama in the shops where bamboo goods, screens covered with strange birds, crepes, exquisite table wares, carven woods and silk embroideries, bewilder the sight. The European nationalities common to all our large towns are scattered through the city in varying numbers. There are 18,000 Jews in the city and county.

The French laundries are precisely like those of Paris; *la blanchiseuse* is Trilby, with her honest speech, in pretty, broken English. French restaurants are French, and the wonder is that sidewalk tables have not made their appearance.

A Christian mission-school celebration of Mongolian children is a quaint blend of pagan, oriental color, with the æsthetic gray of puritan simplicity.

The only Japanese church in this country, builded by Christianized natives, is situated in a choice quarter of the Western Addition; school and library, English and Japanese, in connection.

The musical left-over Spanish filters into every-day conversation. Lots are advertised so many *varas* in extent (our measurement for square feet); a square is a *plaza*— a high plateau is an *alta plaza;* a shaded walk or drive, an *alameda;* a river-bed wash is an *arroyo*—a dry water-gully is an *arroyo seco;* a glen is a *cañada;* Diablo mountain and cañon are not translated; small oaks are *encinitas; laguna* is commoner than lake; the meadows are still *las vegas;* the little shrub apple is always *manzanita;* the earthen water-cooler is an *olla*, as it is in Mexico; a flat-topped hill is a *mesa;* a court is a *patio;* a fishmonger a *pescadero;* a garrison is a *presidio;* an Indian or adobe village a *pueblo.* San Mateo is n't rechristened St. Matthew, nor are any other of the innumerable company of saints who guard this favored spot of earth anglicized in title. They keep their mellow music through many mutations, and get correctly pronounced withal; as the great playwright instructed his actors—they fall "trippingly from the tongue."

This linguistic feature emphasizes not only the foreign flavor of the city, which comes both by absorption and inheritance; it also illustrates the fact that through these channels the common language is greatly enriched and beautified.

The population of San Francisco is not less than 330,000.

The Water Supply of the city is entirely furnished by the Spring Valley Water Works, and the water rate is subject to yearly correction by the Board of Supervisors. Their new building is situated at the corner of Geary and Stockton Streets. The company has one of the finest and most remarkable plants in the world. It is continually adding to its capacity, and always has a larger supply on hand than is required. There are three principal reservoirs, all on the San Francisco peninsula. The present company was formed in 1865 by the consolidation of two existing companies. At that time the Pilarcitos Reservoir was under construction. It has a capacity of 1,080,000,000 gallons. The second reservoir is at San Andreas, and has a capacity of 7,000,000,000 gallons; the the third, at Crystal Springs, commenced in 1887, has a capacity of 29,000,000,000 gallons. The three reservoirs drain a watershed of thirty-nine square miles, have a mean elevation of four hundred and eighty feet, and a joint capacity of 38,080,000,000 gallons. A still larger reservoir of recent construction at Calaveras, with ample facilities, will supply more than sufficient water for a dense population covering the entire City and County of San Francisco. The pumping stations at Belmont, in San Mateo County, and on the borders of Lake Merced, in San Francisco, are very handsomely equipped and well worthy of a visit. Herman Schussler, the engineer of the entire system of supply reservoirs, pumping stations, pipe-lines, and distributing reservoirs, has a national reputation. The invested capital amounts to many millions.

City Lighting.—The San Francisco Gas and Electric Company furnishes lights for the city. Since the consolidation of the two companies, electric lights are fast superseding gas. The company's principal works are at North Beach, where a new plant was completed in 1893. This plant includes a generator house, an exhauster building, a pumping house, a retort house, and a gas-holder with a capacity of two million cubic feet. The frame of the gas-holder is one hundred and eight feet high, and one hundred and sixty-three feet in diameter. The buildings are architecturally handsome, scrupulously clean inside, and well worthy of a visit by any who are interested in the manufacturing capacities of the city. The head offices of the company are on First Street, between Natoma and Howard Streets. It has works in that vicinity, on the corner of Fifth and Howard Streets, and also in the Potrero;

so that the system covers every section of the city. The electric lighting is done principally from the establishment of the Edison Light and Power Company, on Stevenson Street near Third. This was the first central establishment to be started in the United States, and quite recently a complete set of modern engines of the marine type, four in number, has been added. The company's wires are for the most part underground, and every portion of the city and county is reached by them. Arc and incandescent lights and electric power are supplied by the company. There are many isolated plants in the city, particularly connected with large buildings.

Telephone and Telegraph Service.—San Francisco is well equipped, telephonically and telegraphically. Two companies—the Western Union and Postal—have telegraph wires connecting with all parts of the world. The head office of the former is on the northeast corner of Pine and Montgomery Streets, with a main Market-street office under the Grand Hotel, and the headquarters of the latter are in the Nevada Block, northwest corner of Pine and Montgomery Streets, with a Market-street office in the Hobart Block, opposite Second Street.

The telephone headquarters are on Bush Street, between Montgomery and Sansome Streets. Both the telegraph and telephone companies have branch establishments in every section of the city.

Every improvement in telephonic service is quickly adopted, and connection by telephone is possible not alone with all the neighboring cities of the bay, but with distant points. There is direct communication with two hundred and sixty-eight towns and places in Central California, and one hundred and twenty-nine towns in the southern part of the State.

Manufacturing Industries.—San Francisco is fairly well supplied with factories of almost every kind. Her reputation for shipbuilding is established by the construction of such war-ships as the Charleston, the San Francisco, Monterey, Oregon, and Olympia, by the Union Iron Works. Of machine-shops, rolling-mills, foundries of all kinds, carriage-factories, wire-works, breweries, refineries, canneries, flour-mills, tanneries, glass-works, lead and paint-works, marble-yards, woolen-mills, shoe-factories, etc., the number steadily increases. There are about two thousand factories in San Francisco, turning out manufactures of an aggregate value of $86,500,000 a year

City Government.—The City and County of San Francisco are one, by an act of the Legislature, passed in April, 1856. The chief executive is the Mayor, and with him is a Board of Supervisors, one chosen from each of the twelve subdivisions of the county, and spoken of as wards. The other city and county officials are: The Sheriff, County Clerk, County Recorder, Treasurer, District Attorney, Auditor, Tax Collector, Superintendent of Streets, and City and County Surveyor. All of these are elective officers, and have their headquarters in the City Hall.

Law Courts.—The Supreme Court of the State of California is located in the Parrott Building. The Superior Courts, the Justices' Courts, and the Police Courts are all located in the City Hall.

Police Department.—The affairs of the Police Department are subject to the control of a Police Commission, numbering four. This commission meets once a week at the City Hall. The police force is subject to the orders of a Chief of Police, with six captains of police, forty-two sergeants, twelve corporals, and four hundred and seventy-six patrolmen under him. There is also a detective department connected with the Police Department. under a captain of detectives, and fifteen detectives.

The patrol and signal system is in operation at five police stations: Central Station, City Hall, with thirty-seven boxes; California Street, with forty-three boxes; North End, Polk and Jackson, with thirty boxes; Southern District, 827 Folsom, with forty-nine boxes; Seventeenth and Howard Streets, 207 Seventeenth, with forty-one boxes.

Jails.—There are jails connected with the Central Police Station in the City Hall, and the various branch stations. The County Jail is on Broadway, between Kearny and Dupont Streets. The House of Correction is a brick and stone building, erected in 1874, and located on what is known as the Industrial School lot. In May, 1893, the House of Correction was turned over to the custody of the Sheriff, and is now known as County Jail No. 2.

The Fire Department.—As now constituted, the Fire Department consists of a Board of Fire Commissioners, who act without pay, a Chief Engineer, one First Assistant Chief Engineer, a Second Assistant Chief Engineer, four Assistant Engineers, three engineers of relief engines, thirty-four steam fire-engines, seven hook-and-ladder companies, seven chemical engines, one Hale water-tower, and six Hayes trucks, comprising a force of five hundred and fifty-seven men. There are two hundred and seventy horses. The expenses of the department for 1896–97 were $674,-500. Alarms are given by gongs, tappers, and tower-bells. There are one hundred and twenty-seven gongs, ninety-one tappers, and one hundred and sixty-four bells. Alarms are turned in from electric fire-alarm boxes, located all over the city, and numbering four hundred and twenty-six. There are four hundred and twenty-six miles of telegraph wire, fourteen hundred and twenty-three batteries, three hundred and forty-three miles of water-mains, and thirty-two cisterns.

THE STREETS

As the traveler emerges from the big ferry-house and turns his eyes and thoughts from the enchanting bay to the picturesque city that literally rises before him, his first impression is of space and roominess. Wires are mostly underground, and the cable-cars offer no obstruction to the outlook. The sweep of vision up Market Street is inspiring—along the level and up the hills, with Twin Mission Peaks, three miles away, directly in view.

Market Street is one hundred and twenty-five feet wide, affording ample room for four car-tracks with walks between, where pedestrians may pass with ease, double driveways to the curb, and sidewalks sufficiently broad for ten to walk abreast. There is no finer business thoroughfare in any city, and when it is finished as projected, winding about Las Papas, and so on to the ocean, it will be unsurpassed, and one might almost say— considering nature's effective aids— unsurpassable.

It is the principal business street, to which all others are as veins and arteries. Dividing the city for half its width, the common speech as to any location is "north of Market," or "south of Market." South of Market is the Mission district. From this direction the streets run into or cross Market at right angles, and the lengthwise streets are parallel. On the north side the avenues and streets come down to Market Street obliquely, forming spacious triangles at their intersections, thus adding much in appearance and reality to the width of the street. These wide, open spaces afford fine sites for monuments and fountains, some of which are already thus appropriated. And here the outdoor flower-merchant displays his stock, and the air is redolent of violets and roses.

This arrangement of streets obtains throughout the city, and with the plan in mind, the tourist has no trouble in soon learning the lay of the town.

North of Market chiefly are the beautiful steep hill-streets, where the greater number of stately homes are built. Their courts and areas form one *parterre* after another of verdure and blossoms. Vines clamber over the rocks with nature's own abandon.

The most attractive portion of Market Street is included between Montgomery and Jones Streets. Imposing business blocks, some of them fine specimens of modern architecture, line either side and extend out the intersecting streets. Notable among these are the Crocker Building, Palace Hotel, the *Chronicle* Building, the new

Spreckels Building, the new home of the *Examiner*, and the Parrott Building. Where Geary and Kearny Streets open into Market, is the Lotta monument and drinking-fountain.

The western limit of business on the streets intersecting Market may be placed at Larkin Street. Two blocks farther west is Van Ness Avenue, the finest residence avenue in the city, its length and breadth considered. It is paved with asphalt, and is one hundred and twenty feet wide, a magnificent driveway; and every home, with its garden-grounds, is separately beautiful. It is a favorite place for the cyclers, extending with gentle undulations to the shore of the bay, as do all the north-and-south streets north of Market; the east-and-west streets from their oblique angles with Market to the ocean beach. South of Market Street, the Mission district is quite regularly laid out; south still of the Mission, the blocks and tracts are very much at odds with the points of the compass.

South of Market Street, the business streets extend to Ninth, though there are many business-places on streets beside those mentioned. East-and-west streets number from the bay; north-and-south, from Market Street.

The most picturesque residence streets are in the Western Addition, bounded by the Presidio and Golden Gate Park on the west, the bay north and east, and Market Street south and east. On California, Sacramento, Clay, Jackson, Washington, Pacific Avenue, and a number of the cross-streets, are the steep hills. The unaccustomed person, sitting in an open seat of the motor-cab, feels that he is taking a toboggan-slide. It is amusing to see parties of tourists in sudden surprise, as a cable-car swings round a curve and makes a straight shoot down, slide along the seat and pile up at the lower end. They hold their breath as they climb up, and give a sigh of relief when they reach the bottom.

Some of these streets are absolutely out of question for wheels; hence, thronged thoroughfares as they are, the grass grows between the paving-stones until they are as green as a meadow, from sidewalk to car-track. Flanked on either side by beautiful homes, varied in architecture and character, the effect is most satisfactory to an artistic sense. Vines cover abrupt steeps, and climb the walls until the castles have the appearance of growing out of the rocks. Stately eucalyptus, spreading palm, and glossy laurel tower up and reach out of unexpected places, and everywhere a wilderness of flowers such as only California can produce. Houses peer above houses, and from leaf-bordered chamber windows one may overlook the city, the bay and islands, the ocean, Mission hills—according to the point of vision. Here are your sunsets and sunrises. It is a picture worthy the brilliant sky above, and the beautiful waters and hills that surround it.

At the intersection of the wide avenues are charming vistas the street-car rider glimpses in passing. This newer portion of the city is quite perfect as to pavement and sidewalk, and is kept delightfully clean.

Carriage-driving is confined to the avenues and Golden Gate Park, where a fine track for speeding, miles in extent, is one of the features.

From the castles of California's millionaires on Nob Hill to Chinatown, street-car rides in San Francisco give an infinite variety and excellent opportunity to study the character of the town and its mixed population.

If the names of the principal streets in San Francisco were taken as the themes of essays, the result would be a history of the city, State, and Nation, and a geography of the United States. Such names as Washington, Jackson, Clay, Webster, Polk, Franklin, Jefferson, Fillmore, Scott, Kearny, Buchanan, Montgomery, Stockton, Dupont, Harrison, Mason, Fremont, Halleck, and Grant take in the history from the birth of the nation to the ending of the Civil War. For pioneer history of the State, there are the subjects for such theses in the names of Larkin—so christened in honor of Thomas O. Larkin, a pioneer of 1832, and the first and only consul the United States ever had in California; Leidesdorff—a street named after United States Vice-Consul William A. Leidesdorff; and Sutter Street, after the man who built Sutter's Fort, near Sacramento.

Then there are such streets as Gough, Jones, Haight, Hayes, Brannan, Howard, all named after pioneer settlers, some of whom arrived here in the '30's. W. D. M. Howard was a pioneer of 1838. Haight and Hayes were both Governors of California. Brannan was a New York politician who came to California "to do politics," and did. In the Potrero there are Utah, Nebraska, Oregon, Illinois, San Joaquin, Savannah Streets, all referring to American geography; and then foreign lands are represented by such streets as Honduras, Denmark, Montenegro, Venezuela, Marquesas, Sumatra, Algeria, Granada, Guerrero, etc. In order to save posterity the risk of forgetting them, some of the City Fathers have bequeathed to certain streets their surnames, and so we get Bartlett Street, Pond Street, Bryant Street, Van Ness Avenue. Mission Street suggests the reason of its name, and Vallejo was named after General Mariano Vallejo.

It is the custom to publish in the first section of every city directory an index to the streets. By its aid, if the address and street number be known, the exact location of any house can be determined readily.

HOTELS

The Palace Hotel, planned by that prince among princes of enterprise and ability in the city's upbuilding, W. C. Ralston, is yet the largest and most perfectly arranged hotel of record, although it was built twenty years ago. When an untoward fate overtook Ralston, William Sharon completed the structure on the scale projected. The hotel is now a portion of the Sharon estate, and is conducted by John C. Kirkpatrick, the managing director.

It occupies an entire block, three hundred and seventy-five feet south on New Montgomery and Annie Streets, and two hundred and seventy-five feet west on Market and Jessie Streets. It covers two and a half acres of ground, and its foundations are perfect, costing more than half as much as the building itself. Every outside window is a large bay, from first story to roof. Fronting on the main thoroughfare, it is accessible to street-cars in every direction through the city and county. So perfect is it in design and construction, one may be as retired as in his own home, and yet within reach of every facility for communication with the known world. There are no dark or poorly ventilated rooms; the lowest story is twenty-five feet high, and the others fourteen and sixteen feet—seven stories in all.

The unique feature, original with the Palace, is the inner court, patterned after the Spanish *patios*. This court covers twelve thousand feet of ground, and is roofed with glass one hundred and fifty feet above. Galleries surround it on every floor, and the light, graceful supporting columns, rising one above another, all finished in white enamel, complete a picture as fascinating as it is unique. Plants and flowering shrubs give it the air of a conservatory. The scene at night is a splendid one; under the wilderness of incandescent and arc lights, an orchestra filling the air with lively music, carriages coming and going with and for guests, and, more than all, happy faces and cheerful voices attest the full enjoyment of it by both the "tenderfoot" and the "old-timer."

The carriage-drive opens into the court on New Montgomery Street. Conveniently located in the building, are offices of the Postal and Western Union Telegraph lines; telephone, steamship, railway, and transfer offices, and a branch of the United States Post Office, with registry and money-order departments. Baggage is checked for any part of the world in the hotel office.

The dining-rooms are a delight in their airy spaciousness, as well as a perfect satisfaction to the healthy sense of hunger this bracing air creates. Food and service leave nothing to be desired. There are well-managed café and grill rooms for both ladies and gentlemen who prefer the European plan.

There are four artesian wells in the building. All the water for drinking and cooking for the hotel is distilled, and the ice used is manufactured in the building from distilled water.

The building cost seven million dollars, and can amply accommodate fifteen hundred guests — a whole Western "city." Private baths are attached to eight hundred of the guest-rooms. A number of handsome stores front on Montgomery and Market Streets, and are accessible from the hotel corridors, in the old Palais Royal style. Nine elevators and seven broad staircases make it possible to reach any part of the building with ease. Withal, there is an open-door welcome and hospitality about the place unusual in mammoth hotels, and prices are reasonable.

The Grand Hotel is directly across from the Palace on New Montgomery Street, and is connected with it by a covered bridge seventy feet above the street. The Grand has a Market-street front also, is a fine building, four stories in height, well furnished throughout, and has accommodations for five hundred and sixty guests. It is virtually an annex of the Palace, the guests sharing all the luxuries and conveniences of that splendid hostelry.

The Occidental Hotel, on Sutter and Montgomery Streets, within a square of Market, is four stories high, an entire block in extent, and has five hundred rooms, lighted by electricity. The dining-rooms on the first floor above the street are bright, spacious, well appointed, and the *cuisine* unexcelled. On the ground floor are the café, billiard-room, bar, and all conveniences, in keeping with the high-class character and fashion of the hotel throughout. The homelike air of the place recommends it especially to families, and the *bonhomie* of the proprietor, Major W. B. Hooper, attracts clever and pleasant people.

Other hotels are the Baldwin, on Market, Powell, and Ellis Streets; the Lick House, on Montgomery Street, built in 1861, and named for James Lick; and the California Hotel, on Bush Street.

The Russ House, on Montgomery, Bush, and Pine Streets; the Brooklyn, on Bush, near Sansome; the International, on Kearny Street, near Washington; the New Western, on Washington and Kearny Streets; the Hotel Normandie, the Golden West, the New Washington, the Stewart, and a host of others are worthy of recommendation.

Still another class of hotels may be recommended to those who are to spend more or less time in the city. These are private family hotels.

PALACE HOTEL.

Among the principal ones is the **Bella Vista,** pleasantly situated on Taylor and Pine Streets, near enough town for convenience, and far enough out on the hills to warrant its name—"The Beautiful View." The hotel is handsome and homelike, combining elegance and comfort. There is no better location in the city for sunshine and air, and nature has made these necessities of extra quality in San Francisco. Mrs. A. F. Tracy, the proprietor, is a hostess skilled in entertaining.

There are, also, the Pleasanton, on Jones and Sutter Streets; the Richelieu, on Van Ness Avenue, near O'Farrell Street; the Miramar, on Geary and Leavenworth Streets; the Elsmere, on Sutter Street, near Powell; the Beresford, on Stockton and Bush Streets; the Westminster, on Sutter Street, west of Mason; the Alexandria and the Sutherland, on Sutter Street, near Jones; the St. Nicholas, on Market, Hayes, and Larkin Streets; the Renton, on Sutter Street, west of Taylor; the Lenox, on Sutter Street, east of Taylor; the Berkshire, on Jones Street; the Ramona, on Ellis Street; the Ralston, on Pine Street.

GRILL-ROOMS, RESTAURANTS, AND CAFÉS

Just as there are hotels of all grades, from the ten-cent-a-night lodging-house to the ten-dollar-a-day apartment, so there are restaurants which provide food at from one cent a dish to almost any price for a meal, according to the degree of luxury, the rarity of the wines, and the exceptional quality of the delicacies desired. There is probably no spot on the civilized globe where one may eat so well at so small cost as in San Francisco. Even the penny coffee-shops of large English towns are outdone by some of the cheap coffee-saloons of San Francisco; and neither in New York, London, nor Paris is it possible to set so fine a table the year round as in the best hotels and restaurants of San Francisco.

The Gentlemen's Grill-Room in the Palace Hotel is a most popular resort for merchants and business-men and their guests, as well as for the guests of the hotel. It is entered from Market Street through a most spacious and elegant vestibule and lobby, under arched passage-ways after the Venetian style. These are of highly polished woods, finely ornate with carvings in delicate patterns. The walls are of rare Tennessee marble, wine-red, veined and mottled with white. The floors throughout are of beautiful mosaic. At the left as you enter, is the bar. This room is finished a third of its height in brownish-red Egyptian marble. The bar is a magnificent affair, the length of the room, the entire front of African onyx.

Passing directly through the lobby, you enter the large Grill-

Room which is finely ornate, yet has the effect of simple elegance. The architectural artist, A. Page Brown, designed these beautiful interiors. The ceilings are of carved wood, Pompeiian in style. The best that special orders can bring is manipulated under your eye if you so wish it, and served to suit the daintiest epicure. Through an ample archway you enter the second room, and from thence pass into the beautiful white court of the hotel, elsewhere described. Manager Kirkpatrick has found it necessary to enlarge his grill and restaurant four times within as many years.

The Ladies' Grill-Room, quite recently opened, is entered from the west end of the Palace block on Market Street, through an arched Roman vestibule and promenade, built expressly for this purpose. Potted palms line the wide passage, which opens on a roomy landing, and you are at the entrance of a most beautiful room, tasteful and chaste in decoration, and choice in every particular of furnishing. The walls are of highly polished native woods. Here one may feast according to necessity, desire, or the depth of the purse.

The Grill-Room at the Occidental Hotel is choice and attractive in all its appointments. The Emporium Grill and Restaurant, in the Parrott Building, and the Zinkand, recently opened, are other grill-rooms.

Among the leading American restaurants are: Swain's, on Sutter Street, near Kearny; Wilson's Dining-Room, on Post Street, west of Kearny; the Popular, on Geary Street, between Grant Avenue and Kearny; Johnson's Dining-Rooms, on Montgomery Street, opposite the Lick House; and the Creameries, on Market Street, between Third and Fourth.

The principal French restaurants are: Maison Riche, on Geary Street and Grant Avenue; Marchand's, on Post Street and Grant Avenue; Delmonico's, on O'Farrell Street, west of Stockton; Frank's, on Pine Street, west of Montgomery; Bergez's, on Pine Street, east of Montgomery; and Jules', on Pine Street, east of Montgomery.

The principal German restaurants are: The Louvre, on Eddy and Powell Streets; the Louvre, on Market and O'Farrell Streets; the Good Fellows' Grotto, on Park Avenue, opposite the City Hall; and Normann's, Café, under the Baldwin Hotel.

STREET-CAR SERVICE

No city in the Union is so well equipped in the matter of street-car service as San Francisco. This is due in no small degree to the need of rapid and easy travel over the many hills upon which the city lies spread out largely. Owing to these topographical conditions, engineers worked out and put into successful operation the cable-car system, which had its origin in this city. To-day San Francisco is traversed in every direction by cable and electric cars. One may traverse the peninsula by a choice of delightful routes from bay to ocean, the length of the city or diagonally across it, for one fare of five cents. There are transfers, but they follow in the wake of the original nickle.

The first street-car service was established in 1861, and ran along Market Street from Battery to Valencia, the cars being drawn by ordinary steam locomotives. In 1865, horses were substituted for locomotives, and by that time several other horse-car lines were in operation. In August, 1873, A. S. Hallidie completed and put into regular service the first cable road, which ran from Kearny and Clay Streets, over Clay-street hill, to Van Ness Avenue. The Sutter-street cable line followed, and then by degrees the cable lines multiplied to their present extent. The first electric-car line was established in 1892 by the San Francisco and San Mateo Railway Company. To-day all the street-car lines of the city are controlled by six companies — the Market-street Railway Company, the California-street Cable Railroad Company, the Presidio and Ferries Railroad Company, the Sutter-street Railroad Company, the San Francisco and San Mateo Railway Company, and the Sutro Railway Company.

In the following where the ownership is not specially mentioned, the road belongs to the Market-street Railway Company.

McAllister-Street Line.—Cable; yellow cars, yellow dash, yellow light. *Route.*—From Market-street Ferries, along Market to McAllister; on McAllister to north entrance to Golden Gate Park at Seventh Avenue.

Running Time—(Headway, about five minutes).—First car leaves car-house at 5.40½ a.m. Leaves Ferries: First car, 6.08 a.m.; last car, 12.35 a.m. Leaves D Street and Seventh Avenue: First car, 6.00 a.m.; last car, 12.21 a.m.

Points of Interest—(From McAllister and Market Streets to western terminus).—Hibernia Bank; City Hall, main front; Mercantile Library; Episcopal Old Ladies' Home; Power-house of cable road; Masonic Cemetery; McAllister-street entrance to Golden Gate Park.

Hayes-Street Line.—Cable; green cars, green dash, green light. *Route.*—From Market-street Ferries out Market to junction of Larkin and Hayes; thence out Hayes to Golden Gate Park.

Running Time—(Headway, five minutes).—Leaves Ferries: First car, 5.44 a.m.; last car, 12.35 a.m. Leaves Golden Gate Park: First car, 5.11 a.m.; last car, 12.00 night.

Points of Interest—(From Hayes, Larkin, and Market west).—Mechanics' Pavilion; St. Ignatius Church and College, Van Ness

Avenue; Simpson Memorial Church, Buchanan Street; Hebrew Orphan Asylum, Devisadero Street.

Haight-Street Line.—Cable; red cars, red dash, red light. *Route.*—From Market-street Ferries, out Market to Haight; thence out Haight to terminus at Stanyan Street, in front of one of the east entrances to Golden Gate Park. Transfers to steam line on Stanyan Street for Cliff House and Ocean Beach.

Running Time—(Headway, five minutes).—Leaves Ferries: First car, 6.00 a.m.; last car, 12.35 a.m. Leaves Stanyan Street: First car, 5.25 a.m.; last car, 12.00½ a.m.

Castro-Street Line.—Cable; olive-green cars, white panels, white light. *Route.*—From Market-street Ferries, out Market to Seventeenth; thence south on Castro to Twenty-sixth.

Running Time—(Headway, five minutes).—Leaves Ferries: First car, 5.42 a.m.; last car, 12.40 a.m. Leaves Twenty-sixth Street: First car, 5.05 a.m.; last car, 12.03 a.m.

Valencia-Street Line.—Cable; blue cars, blue dash, blue light. *Route.*—From Market-street Ferries, on Market to Valencia-street junction; thence out Valencia to terminus at Twenty-eighth.

Running Time—(Headway, four minutes).—Leaves Ferries: First car, 5.36 a.m.; last car, 1.00 a.m. Leaves Twenty-eighth Street: First car, 5.00 a.m.; last car, 12.24 a.m.

Points of Interest—(From Valencia and Market south).—Engine-house of cable system; St. John's Episcopal Church, near Fifteenth; Mission Dolores, on Sixteenth, two blocks west; Irving Institute, Twenty-first Street; Southern Pacific Depot, Twenty-sixth Street.

Post-Street Line.—Cable; red cars. *Route.*—From Market and Post Streets, out Post to Leavenworth; down Leavenworth to McAllister, and along Park Avenue to Polk *via* Grove; thence down Polk, crossing Market, and along Tenth Street to terminus at Howard Street.

Running Time.—Leaves Post and Market Streets: First car, 6.01 a.m.; last car, 11.55 p.m. Leaves Tenth and Howard Streets: First car, 5.41 a.m.; last car, 11.35 p.m.

Points of Interest.—Union Trust Company's Building, Post and Market; Masonic Temple, Montgomery Street; Bohemian Club, Grant Avenue; Pacific-Union Club, Stockton Street; First Congregational Church, Mason Street; Synagogue of Congregation Sherith Israel, Taylor Street; San Francisco Verein (German Club), Leavenworth Street; City Hall, McAllister Street and Park Avenue; Mechanics' Pavilion, Grove and Larkin Streets; Lick Free Baths, Tenth Street, near Howard.

Howard-Street Line.—Cable; yellow cars. *Route.*—From Market and East Streets, at Ferries, on East to Howard, and out Howard to Twenty-fourth; thence to Potrero Avenue.

Running Time.—Leaves Ferries: First car, 5.52 a.m.; last car, 12.00 night. Leaves Potrero Avenue: First car, 5.20 a.m.; last car, 11.27 p.m.

Points of Interest.—Manufacturing district, east end of Howard Street; Shot Tower, First Street; Engine-house of cable system, Tenth Street; Lick Free Baths, Tenth, near Howard; St. Joseph's Church, Tenth Street, south of Howard; Youths' Directory (Roman Catholic), near Sixteenth Street; City and County Hospital, Potrero Avenue, near Twenty-fourth Street.

Powell-Street Line.—Cable; yellow cars. *Route.*—From Powell and Market Streets, along Powell to Jackson; thence to terminus on Taylor Street at North Beach.

Running Time.—Leaves Market Street: First car, 6.06 a.m.; last car, 12.33 a.m. Leaves North Beach: First car, 6.26 a.m.; last car, 12.15 a.m. Leaves Mason and Washington for Market Street: First car, 5.55 a.m.; last car, 12.33 a.m.

Points of Interest.—At Market-street starting-point, Baldwin Hotel and Theater, and Columbia Theater; Calvary Presbyterian Church, Geary Street; Residence of the late Senator Stanford, California Street.

Jackson-Street Line.—Cable; green cars. *Route.*—From Market-street Ferries to Clay, west on Clay to Mason; thence north to Jackson. Terminus at California and Central Avenue.

Running Time.—Leaves Ferries: First car, 6.26 a.m.; last car, 6.34 p.m. Leaves Powell and Market for the Jackson-street line: Last car, 12.31½ a.m. Leaves Central Avenue and California Street: First car, 5.55 a.m.; last car, 12.01 a.m.

Points of Interest.—These cars pass through some of the best-built residence sections of the city; the view of the bay from the elevated portions of the road is particularly fine.

Sacramento-Street Line.—Cable; red cars. *Route.*—From the Market-street Ferries, *via* Clay, west to Hyde; thence on Sacramento, and to Golden Gate Park; returning to the Ferries *via* Sacramento Street.

Running Time.—Leaves Ferries: First car, 6.14 a.m.; last car, 12.32 a.m. Leaves Golden Gate Park: First car, 6.32 a.m.; last car, 11.48 p.m.

Points of Interest.—The cars pass through much of the oldest business part of the city on the eastern end of their journey, and going west traverse the best and latest residence sections. First Presbyterian Church, Van Ness Avenue and Sacramento; Golden Gate Park.

Geary St. P. & O. Railroad.— Cable. *Route.*— From Geary, Kearny, and Market Streets, out Geary Street, Point Lobos and Fifth Avenues, and Fulton Street, to Seventh-avennue terminus at Golden Gate Park.

Running Time.—Leaves Market Street: First car, 6.10 a.m.; last car, 12.38 a.m. Leaves Golden Gate Park (Seventh Avenue): First car, 5.39 a.m.; last car, 12.05 a.m.

Points of Interest.— *Chronicle* Building, at Market and Geary; Union Square, between Stockton and Powell; Calvary Presbyterian Church, Powell Street; Concordia Club, Van Ness Avenue, one block north; First Unitarian Church, Franklin Street; Girls' High School, Scott Street; Cemeteries of Laurel Hill, Calvary, and Odd Fellows, from Baker west to First Avenue; New French Hospital. Point Lobos and Fifth Avenues, and Golden Gate Park.

Sutter-Street Line.— Cable; separate dummies. *Route.*— From Market-street Ferries, along Market by horse-car to Sutter and Sansome; thence by cable on Sutter to Central Avenue. At Central Avenue, transfers to Sutro electric line for Park and Cliff House.

Running Time.—Leaves Ferries: First car, 6.00 a.m.; last car, 12.06 a.m. Leaves Central Avenue: First car, 5.28 a.m.; last car, 12.13 a.m.

Points of Interest.—London, Paris, and American Bank, Sansome Street; Occidental Hotel, and Savings and Loan Society's Bank, Montgomery Street; Women's Educational aud Industrial Union, between Grant Avenue and Stockton; Temple Emmanu-El, west of Stockton; Asylum of Golden Gate Commandery, K. T., west of Taylor; University Club, west of Taylor; Pleasanton Hotel, Jones Street; Lurline Baths, one block north on Larkin; Power-house, Polk Street; Concordia Club, one block south on Van Ness Avenue; Cosmos Club, Octavia Street; Trinity Episcopal Church, one block north on Gough; Laurel Hill Cemetery at terminus.

Ninth, Larkin, Polk, and Pacific Avenue Line (Part of Sutter-street system). *Route.*—From Ninth and Brannan, on Ninth to Market Street, on Larkin to Post and Polk, on Polk to Pacific Avenue, and on Pacific Avenue to Devisadero. A short horse-car line runs on Polk between Pacific Avenue and Union Street.

Running Time.—Leaves Brannan Street: First car, 5.45 a.m.; last car, 12.33 a.m. Leaves Devisadero Street: First car, 5.48 a.m.; last car, 12.02 a.m. Leaves Union Street: First car, 6.05 a.m.; last car, 11.55 p.m.

Points of Interest.—Mechanics' Pavilion, Grove and Larkin; City Hall, Larkin and McAllister; Scottish Hall, Larkin near Fulton; Catholic School of the Sacred Heart, Eddy and Larkin; on Pacific Avenue, through the finest residence section of the city.

California-Street Line.—Cable; red cars. *Route.*—From the junction of California and Market Streets, on California to Central Avenue. Transfers at Central Avenue to steam line to Golden Gate Park and Cliff House.

Running Time.—Leaves Market Street: First car, 6.10 a.m.; last car, 12.27 a.m. Leaves Central Avenue: First car, 5.45 a.m.; last car, 12.00 p.m.

Points of Interest.—Grangers' Bank, Battery Street; California Bank, Sansome Street; London and San Francisco Bank, Leidesdorff Street; German Bank, between Montgomery and Kearny, and San Francisco Savings Union adjoining, with French Savings Bank on adjacent corner; St. Mary's Old Roman Catholic Cathedral, Dupont Street; Grace Episcopal Church, Stockton Street; Stanford residence, Powell Street; Hopkins Institute of Art, corner Mason; Flood residence, northwest corner Mason; C. P. Huntington's residence, northeast corner Taylor; Crocker residences, northwest corner Taylor; Towne residence, southwest corner Taylor; Whittell residence, Jones Street; Power-house, Hyde Street; De Young residence, between Gough and Octavia; Trinity Episcopal Church, two blocks south on Gough; St. John's Presbyterian Church, Octavia Street; St. Paul's Episcopal Church, west of Fillmore; Methodist Episcopal Church, Broderick Street; Laurel Hill Cemetery, Central Avenue; Children's Hospital and Training School for nurses, on steam motor line, near Maple; United States Marine Hospital, near California and Thirteenth Avenue.

Hyde-Street Line (Cross-town Branch of the California-street cable road). *Route.*—From junction of Market, McAllister, and Jones Streets, north on Jones to O'Farrell, there transferring to cars from junction of O'Farrell, Grant Avenue, and Market, which run west to Jones; thence, *via* Hyde, to terminus at Beach Street. Transfers to California Street both ways.

Running Time.—Leaves Market and Jones: First car, 6.18 a.m.; last car, 12.27 a.m. Leaves Market and O'Farrell Streets: First car, 6.18 a.m.; last car, 12.27 a.m. Leaves Hyde and Beach Streets: First car, 5.55 a.m.; last car, 12.02 a.m.

Points of Interest.—On O'Farrell-street branch, the Alcazar and Orpheum Theaters; the Pleasanton, Sutherland, and Berkshire family hotels, on Jones, in vicinity of Sutter; Colonial Hotel, Jones and Pine; Residence of Col. C. F. Crocker, Pine and Leavenworth; Engine-house of cable system, Hyde, near California. A splendid view of the bay is had from the crest of the hill at the junction of Lombard and Hyde, near the northern terminus.

Union-Street Line (Presidio and Ferries system).—Cable; separate dummies. *Route.*—From Market-street Ferries to Montgomery Avenue by horse-car; thence by cable out Union to Baker; and thence to Presidio Reservation. Connects with steam-dummy line from Baker and Greenwich to Harbor View Gardens and Baths. Transfers to Hyde and California Streets.

Running Time.—Leaves Ferries: First car, 6.30 a.m.; last car, 10.00 p.m. Leaves Presidio Reservation: First car, 5.55 a.m.; last car, 11.31 p.m.

Points of Interest.—Washington Square, Montgomery Avenue and Union—Russian Church in immediate vicinity; splendid views of the Bay from all elevated points; Presidio Grounds at western terminus, which is in the Government Military Reservation.

At a short distance from the western terminus are the United States Army officers' residences, and military parade grounds and barracks. Half a mile beyond are the four mortar batteries; and another walk of a quarter of a mile leads to the two twelve-inch rifle guns and the four dynamite guns at Fort Point. Concert and guard-mount on the parade grounds at 11 A.M. daily.

Mission-Street Line.— Electric; green cars, green dash, green light. *Route.*— From the Market-street Ferries, along East, Mission, and Twenty-ninth Streets to Noe.

Running Time—(Headway, four minutes).— Leaves Ferries: First car, 5.37 a.m.; last car, 1.04 a.m. Leaves Noe and Twenty-ninth Streets: First car, 5.00 a.m.; last car, 12.28 a.m.

Mission-Street Extension (Ingleside Branch).—Electric; green cars, green dash, green light. *Route.*— From Twenty-ninth and Mission Streets, on Mission Street and Onondaga and Ocean Avenues, to the Race Track at Ingleside.

Running Time—(Headway, eight minutes to China Avenue; sixteen minutes to Race Track).— Leaves Twenty-ninth Street for China Avenue: First car, 5.00 a.m. Leaves Twenty-ninth Street for Race Track: First car, 5.08 a.m.; last car, 12.42 a.m. Leaves Ingleside: First car, 5.31 a.m.; last car, 1.04 a.m.

Twenty-second-Street Line (Part of Mission-street system).— Electric; green cars, green dash, green light. *Route.*—From Mission and Twenty-second Streets, along Twenty-second, Chattanooga, and Twenty-fourth to Hoffman Avenue; returning along Twenty-fourth and Dolores Streets to Twenty-second.

Running Time—(Headway, eight minutes).—Leaves Mission Street: First car, 5.13 a.m.; last car, 12.40 a.m. Leaves Hoffman Avenue: First car, 5.27 a.m.; last car, 12.28 a.m.

Second-Street Line.—Electric; green cars, green dash, green light. *Route.*—Second Street, from Folsom to Market. Transfers to and from Folsom Street.

Running Time—(Headway, ten minutes).— Leaves Folsom Street: First car, 6.25 a.m.; last car, 6.25 p.m. Leaves Market Street: First car, 6.30 a.m.; last car, 6.30 p.m.

Third and Kearny Streets Line.—Electric; green cars, green dash, green light. *Route.*—From Townsend Street, by Third and Kearny, Broadway and Powell, to Jefferson Street; returning *via* Powell, Montgomery Avenue, Union, Stockton, and Broadway.

Running Time—(Headway, three minutes).—Leaves Townsend Street: First car, 5.22 a.m.; last car, 12.15 a.m. Leaves Jefferson Street: First car, 5.52 a.m.; last car, 12.43 a.m.

Points of Interest.—Depot, Third and Townsend Streets; new Spreckels Building, corner Market and Third; new *Examiner* Building opposite; Lotta's Fountain, junction Kearny, Geary and Market; *Chronicle* Building on east corner; new Criminal Courts Building, on site of Old City Hall; Portsmouth Square, between Clay and Washington; Broadway Jail, on Broadway between Kearny and Montgomery Avenue; Palace Baths, and North Beach bathing establishments.

Kentucky-Street Line.—Electric; green cars, green dash, green light. *Route.*—From Railroad and Sixteenth Avenues, along Railroad Avenue, Kentucky, Fourth, Berry, and Third, to Townsend.

Running Time—(Headway, five minutes).—Leaves Sixteenth and Railroad Avenues: First car, 5.55 a.m.; last car, 11.36 p.m. Leaves Townsend Street: First car, 6.00 a.m.; last car, 12.20 a.m.

Points of Interest.—This line runs past the Arctic Oil Works, Pacific Rolling Mills, Union Iron Works and Ship-Building Yards, Sugar Refinery, etc.

Ellis and O'Farrell Streets Line.—Electric; yellow cars, yellow light. *Route.*—From Third and Townsend Streets, on Fourth to Market; thence, *via* Ellis, O'Farrell, Devisadero, Oak, and Stanyan Streets, to Park entrance; connects with trains for Cliff House and ocean beach. Returns *via* Stanyan, Page, Devisadero, and Ellis to Market Street, across Market to starting-point.

Running Time—Leaves Townsend Street: First car, 5.46 a.m.; last car, 11.50 a.m. Leaves Golden Gate Park: First car, 5.39 a.m.; last car, 12.10 a.m.

Points of Interest.—Baldwin Hotel, Ellis and Powell Streets; Y. M. C. A. Building, Mason Street; Roman Catholic Cathedral, Van Ness Avenue and O'Farrell Street; Y. W. C. A. Building, O'Farrell and Octavia; Girls' High School, Scott Street; Young Ladies' R. C. Seminary, Franklin and Ellis Streets; National Guard Armory, Ellis Street and Van Ness Avenue.

Turk and Eddy Streets Line.—Electric; green cars, green dash, green light. *Route.*—From Powell, Market, and Eddy, *via* Devisadero, to Jackson. Returns, *via* Devisadero, Turk and Mason, to Market.

Running Time—Leaves Jackson Street: First car, 6.00 a.m.; last car, 12.36 a.m. Leaves Market Street: First car, 6.23 a.m.; last car, 1.00 a.m.

Sixteenth and Fillmore Streets Line.—Electric; green cars, green dash, green light. *Route.*—From Folsom and Sixteenth to Church, and along Church to Ridley Street; thence to Fillmore, and north to the bay.

Running Time.—Leaves Folsom Street: First car, 5.30 a.m.; last car, 12.25 a.m. Leaves Bay Street: First car, 6.05 a.m.; last car, 11.47 p.m.

Bryant and Brannan Streets Line.—Electric; yellow cars, yellow dash, yellow light. *Route.*—From Mission and Twenty-sixth Streets, along Twenty-sixth, Bryant Avenue and Street, Tenth, Channel, Brannan, Second, Folsom and East Streets, to the Ferries. Returning *via* Bryant from Second to Tenth Streets.

Running Time—(Headway, ten minutes).—Leaves Mission Street: First car, 5.15 a.m.; last car, 10.50 p.m. Leaves Ferries: First car, 5.51 a.m.; last car, 11.25 p.m.

Folsom-Street Line.—Electric; green cars, green dash, green light. *Route.*—From Army Street, on Folsom to East to the Ferries. Returning on East Street to Folsom, and on Folsom to Army Street.

Running Time—(Headway, six minutes).—Leaves Army Street: First car, 5.30 a.m.; last car, 11.30 p.m. Leaves Ferries: First car, 6.00 a.m.; last car, 12.00 night.

Solano-Street Line.—Electric; green cars, green dash, green light. *Route.*—From Kentucky and Solano Streets, to Connecticut Street, along Connecticut to Santa Clara Street, along Santa Clara to Kansas Street, and along Kansas to Center, or Sixteenth to Folsom.

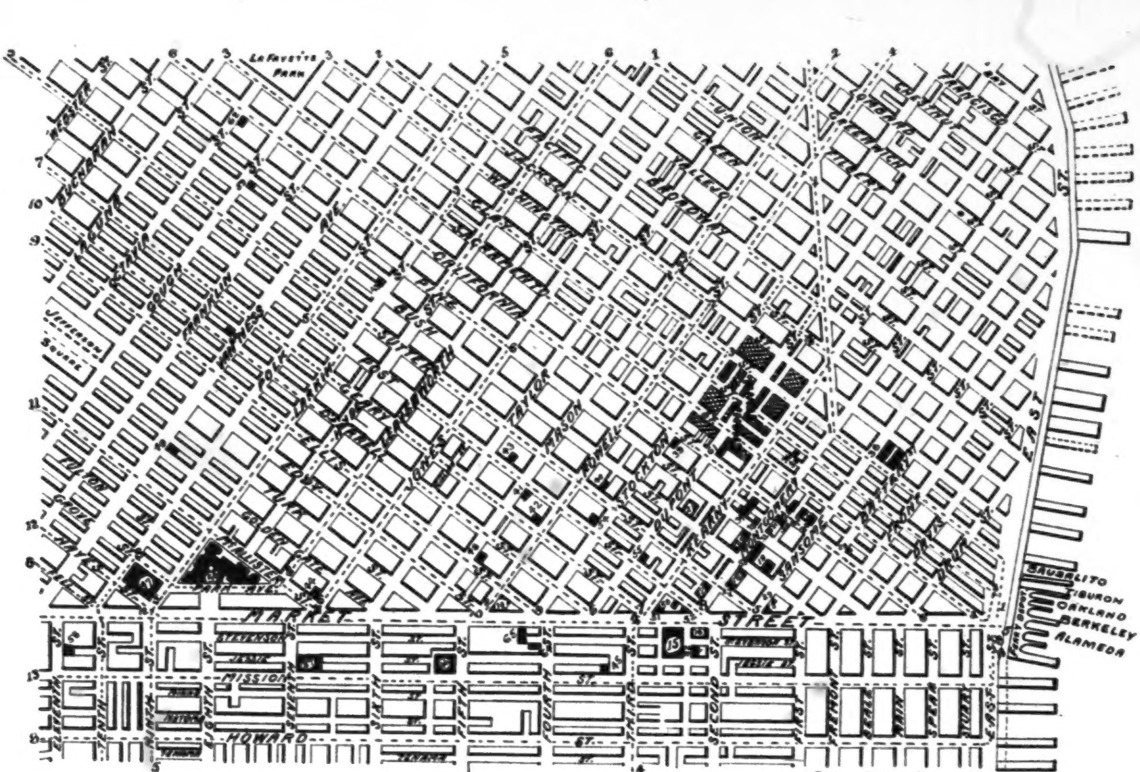
Running Time.—Leaves Kentucky Street: First car, 6.55 a.m.; last car, 11.35 p.m. Leaves Folsom Street: First car, 6.00 a.m.; last car, 11.50 p.m.

Mail-Dock Line.—Electric; green cars, green dash, green light. *Route.*—From Third and Brannan Streets, on Brannan to Pacific Mail Dock, at First Street.

Running Time—(Headway, ten minutes).—Leaves Third Street: First car, 6.00 a.m.; last car, 6.35 p.m. Leaves Mail Dock: First car, 6.10 a.m.; last car, 6.45 p.m.

KEY TO MAP ON OPPOSITE PAGE

1. Union-street line: Ferries to Presidio.
2. Powell-street line: Market street to North Beach; also to Park, Cliff House, and Sutro Baths.
3. Washington, Clay, and Sacramento Streets line: Ferries to Park; connecting with lines to Cliff House and Sutro Baths.
4. Kearny and Third Streets line: Southern Pacific depot to North Beach.
5. Sutter-street line: Ferries to Cliff House and Sutro Baths (*via* the Sutro Railroad); also, from South San Francisco to Presidio and Pacific Heights.
6. California-street line: Ferries to Central Avenue, and connecting line to Park, Cliff House and Sutro Baths; also, from Jones and Market Streets to North Beach.
7. Geary-street line: Market Street to Park.
8. Howard-street and Post-street lines: Ferries to the Mission, and Market Street to Park.
9. Ellis-street line: From Third and Townsend to the Park and Mission.
10. Eddy-street line: From Powell and Market Streets to Park.
11. McAllister-street line: Ferries to Park.
12. Hayes-street line: Ferries to Park.
13. Mission-street line: Ferries to Mission.
14. Baldwin Hotel and Theater.
15. Palace Hotel.
16. Grand Hotel.
17. Lick House.
18. Occidental Hotel.
19. Brooklyn Hotel.
20. Russ House.
21. California Hotel and Theater.
22. Wells, Fargo & Co.'s Express.
23. Wells, Fargo & Co.'s Bank.
24. Bank of California.
25. Anglo-Californian Bank.
26. London and San Francisco Bank.
27. Donohoe-Kelly Banking Co.
28. Tallant Banking Company.
29. Bank of British Columbia.
30. Merchants' Exchange.
31. California Safe Deposit Building.
32. Western Union Telegraph Co.
33. Nevada Bank.
34. California Market.
35. United States Sub-Treasury.
36. United States Land Office.
37. Post Office and Custom House.
38. Appraiser's Building.
39. Grace Episcopal Church.
40. Synagogue Emanu-El.
41. First Congregational Church.
42. Calvary Presbyterian Church.
43. Olympic Club.
44. Hibernia Bank.
45. Grand Opera House.
46. United States Mint.
47. Mechanics' Institute Pavilion.
48. Young Men's Christian Ass'n.
49. Mercantile Library.
50. Mechanics' Institute.
51. *Chronicle* Building.
52. Crocker Building — the Crocker-Woolworth Bank.
53. Mills Building.
54. Pacific-Union Club.
55. Bohemian Club.
56. New City Hall.
57. New Post Office Site.
58. Church of the Advent (Episcopal).
59. Trinity Episcopal Church.
60. St. Mary's Cathedral (R. C.).
61. St. Mary's Church (R. C.).
62. St. John's Church (Presbyterian).
63. Lurline Salt Water Baths.
64. California State Mining Bureau and Museum.
65. California Academy of Sciences and Museum.


MARKET STREET
EAST ST.
ELEVENTH ST.
TENTH ST.
NINTH ST.
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SIXTH ST.
FIFTH ST.
FOURTH ST.
THIRD ST.
SECOND ST.
FIRST ST.
FREMONT ST.
BEALE ST.
MAIN ST.
SPEAR ST.
STUART ST.
MISSION ST.
HOWARD ST.
STEVENSON ST.
JESSIE ST.
MINNA
NATOMA
TEHAMA
LA FAYETTE PARK
JEFFERSON SQUARE
WEBSTER
BUCHANAN
LAGUNA
OCTAVIA
GOUGH
FRANKLIN
VAN NESS AVE.
POLK
LARKIN
HYDE
LEAVENWORTH
JONES
TAYLOR
MASON
POWELL
STOCKTON
DUPONT
KEARNY
MONTGOMERY
SANSOME
BATTERY
FRONT
DAVIS
DRUMM
FULTON
GROVE
HAYES
McALLISTER
GOLDEN GATE AVE.
TURK
EDDY
ELLIS
O'FARRELL
GEARY
POST
SUTTER
BUSH
PINE
CALIFORNIA
SACRAMENTO
CLAY
WASHINGTON
JACKSON
PACIFIC
BROADWAY
VALLEJO
GREEN
UNION
FILBERT
GREENWICH
LOMBARD
CHESTNUT
FRANCISCO
BAY
PARK AVE.
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Ernest McCullough, Del.

CLUBS

San Francisco has her full quota of clubs and societies — social, political, athletic, beneficial, protective, literary, scientific, etc. Some of the social clubs, especially, have acquired a reputation beyond the confines of the Pacific Coast. A few of the principal ones which have interesting points of history are here mentioned, some of the others by name only. The social and athletic clubs number fifty-one; the benevolent societies, fifty; literary and scientific, thirty-eight; protective, twenty-nine; distinctively religious, twenty-five, not mentioning the numberless church, aid, and relief societies, which do their work so quietly their names are scarcely known outside the circle of those interested; trades and labor unions, seventy-eight; secret societies, thirty, with branches and lodges too many to be listed; military organizations, nine; benefit associations, sixty-five; temperance societies, five, with numerous auxiliaries — a total of three hundred and thirty, a club to every one thousand population, proving San Francisco to be a pretty well clubbed town.

SOCIAL AND LITERARY CLUBS

Bohemian Club (northeast corner of Post Street and Grant Avenue). — It is a singular fact to record, that in a city so far removed from what are generally considered the centers of culture there should flourish a club which enjoys a reputation second to none in the United States, and different in some respects to that of any other club in the universe. This reputation is chiefly due to the combination of social and æsthetic features; the members always alert for literary, musical, and artistic talent, and persistent in their endeavor to infuse into all its entertainments, and into its decorative plan, a strong flavor of what is so easily summed up in the one word "Bohemian" — so delightful in experience, so hard to describe accurately. Since its organization (April, 1872) the club has been known as the particular resort of men of education, refinement, and artistic taste. Wealth has never been recommendation for an intending member. Except art clubs proper, no other one carries so large a list of artistic members, whose association is considered more valuable than the payment of dues. No distinguished artist of letters, music, painting, or sculpture visits the city without receiving at the hands of the club some token of its appreciation of his talents. Many of these entertainments tendered to visitors have been carried out on a gorgeous and highly original scale; not that there has been an outlay of large sums of money, but, rather, abundant evidence of thought, and the exercise of talent and ingenuity. There is usually a successful effort to entertain the visitor in some manner entirely new to him, and, in this delicate way to do him an honor which no formal banquet or reception could confer.

In addition to these receptions, the club holds, for the benefit of its members and a limited number of guests, what have become widely known as "Jinks." Such entertainments are usually intrusted to a committee, which selects a "Sire" for the occasion, and he, with its assistance, devises a dual program carrying out the idea adopted. The first part is a sort of olio; in addition to fine musical selections, the theme of the evening is treated in a serious, witty, sentimental, or critical vein, and papers germane are read. The "Low Jinks" constitutes the second portion of the program, and consists sometimes of a burlesque of the evening's topic, with jocular hits at members of the club, their idiosyncrasies, foibles, and petty vanities, real or supposed. In addition to the Sires of High and Low Jinks, there is a director of music and a cartoonist to the Court of Bohemia, selected by them. The last named is expected to render in water-colors or oils a cartoon illustrating the subject of the particular Jinks. The themes, for instance, of some of these Jinks have been: "Our Ancestors," "Praises of Pan," "Misfits," "Castles in the Clouds," "Don Quixote," "Memories," "Influence of Fun on the Human Family." There have been some one hundred and forty such entertainments in the club. The cartoons which commemorate these Jinks decorate the walls of the music-room, the café, and other rooms of the club. As some of these pictures and their creators have become famous, they are doubly valuable. Of the artists, Jules Tavernier, Julian Rix, Fred Yates, Wm. Keith, Ernest Peixotto, Paul Frenzeny, Tom Hill, and Humphrey Moore may be mentioned. Joe Jefferson, E. A. Sothern, and Fred Vokes are among the famous amateurs in the picture line.

The great Jinks of the year occur at Christmas-time, in the club, and at midsummer, in one of those grandly impressive groves of redwoods which exist only in California. The Midsummer Jinks is held in open air, and is a Saturday-night climax to a week's camping-out, in which as many of the club-men as possible participate. The woods are hung with colored lanterns, and the scene is spectacular to a degree. The last feature of the High Jinks, "The Cremation of Care," is weird and solemn. The procession of high priest and choristers in costume, bearing torches and colored lights, follows the coffin of Care, borne by fantastically dressed figures, and is headed by a military band, playing the Chopin dirge. The members, numbering two or three hundred, sometimes more, follow in line. The march through the forest is lighted most effectively with gorgeous displays of green and red fire.

Among those who have been specially entertained in the club rooms are the following ladies and gentlemen, most of whom have become honorary members: Luigi Arditi, Sir Edwin Arnold, Wilson Barrett, Edwin Booth, Mrs. D. P. Bowers, George T. Bromley, Isaac H. Bromley, Miss Ina D. Coolbrith, James A. Froude, Sir Henry Irving, Benoni Irwin, Joseph Jefferson, W. H. Kendall, Thomas Keene, Mrs. S. Lippincott, Joaquin Miller, Ovide Musin, Thomas Nast, Joseph Remenyi, Tommaso Salvini, Henry M. Stanley, Charles Warren Stoddard, Arthur Sullivan, Frederick Ward, E. Ysaye.

The club has an unusually fine library, including a collection of volumes referring to the history and geography of the State. Every book that has been published about California, or any portion of the State, is to be found on its shelves. There is a complete separate catalogue for this portion of the library. The general library contains all the standard works, and every notable volume issued is added to the collection. Leading daily, weekly, and monthly periodicals are on the reading-tables. The club has a collection of odd and curious mementos of various persons and places. The membership is six hundred, exclusive of honorary and non-resident members, but with the army and navy members added, numbers about seven hundred.

Pacific-Union Club (northwest corner of Post and Stockton Streets).—The oldest and wealthiest, and one of the most exclusive clubs in San Francisco, is the Pacific-Union. There were originally two clubs—the Pacific, organized in 1852, and the Union, in 1854. They were consolidated in February, 1889, under the present joint name. The membership is five hundred and fifty. The club quarters were built expressly for its use, and are luxuriously furnished. The large dining-room and the breakfast-rooms are particularly handsome. There are also fine billiard and card rooms. The government and management of the club are intrusted to a board of fifteen directors, five of whom retire annually. The Pacific Club had quarters on the corner of Post Street and Grant Avenue, now occupied by the Bohemian Club. The Union Club was originally located on the northwest corner of Montgomery and California Streets, in a building the stone for which was brought over ready dressed from China. At the time of its completion, there was no finer building in San Francisco.

Cosmos Club.—The most exclusive and the least ostentatious club in San Francisco is the Cosmos. Its quarters were on Union Square, on the west side of Powell Street. It has recently moved into finer quarters, on Sutter and Octavia Streets. It was organized in 1881, and incorporated in 1883. Though the club is open to all business and professional men, it is the one of all others particularly affected by the army and navy.

Press Club of San Francisco.—This club had its origin in a room of the Grand Hotel. The first home of the club was on the corner of Bush and Montgomery Streets; later it moved to the Fauntleroy Building, on the corner of O'Farrell and Stockton Streets. Shortly after the Bohemian Club moved into the quarters of the Pacific Club, the Press Club took up its abode in the former Bohemian Club rooms, over the California Market, where it was the victim of a most disastrous fire. Its present home is in the Thurlow Block, Kearny and Sutter Streets. The club is intended for working newspaper-men on the editorial staffs of daily, weekly, and monthly papers; writers of books of a literary character are also eligible to membership, and ex-newspaper-men of standing may become members on producing their credentials. There is also an associate membership, to which artists and professional men are admitted. This is limited to one hundred. The constitution wisely vests the government of the club in newspaper-men only, that it may never lose its distinctive character as a Press club. The club was organized in August, 1888, and now has a membership of about two hundred and fifty. The "Late Watches" of the club are becoming as well known as the Bohemian Club "Jinks." All notable visitors in literary circles are tendered receptions at the Press Club. Henry M. Stanley, Jas. Whitcomb Riley, Henry Watterson, Bill Nye, and many celebrated actors and actresses have been its guests.

California Press Club (No. 516 California Street).—Membership limited; initiation fee, twenty dollars.

Pacific Coast Woman's Press Association—An eminently brainy and dignified society, including in its membership the principal literary women of the State, and of other States on the Coast. Its public meetings are always events of interest, and command attention. Its more recent functions were a reception in honor of Kate Field, on her departure for Honolulu; a meeting to receive the remains of that distinguished woman with appropriate ceremony, which was done, the occasion being notable for the fine sentiment displayed, the attendance of many prominent persons, and the beauty and profusion of memorial flowers—the only honors accorded her in her native land; and a few weeks later a memorial meeting for Mrs. Sarah B. Cooper, who was an active, helpful, and greatly beloved member of the association

Century Club.—The Century Club of California was organized in 1888, and within the year moved into its present club-house, No. 1215 Sutter Street. It is essentially a social-literary club, and while many of its members are prominent along the lines of charitable, educational, and professional work, it is not a body for philanthropic or practical undertakings. The club belongs to the

"General Federation of Women's Clubs." It has a membership of two hundred, and is a recognized center of refinement, culture, and original thought.

Except the business meetings, the club's regular sessions, held weekly on Wednesdays from September to May, inclusive, are in charge of standing committees, namely: The Art and Literature Committee, Committee on Practical Questions, Science and Education Committee, Social and Music Committees, and Committee on Formal Debate. The government of the club is vested in a board of directors, elected annually.

University Club.—Among the younger clubs in the city is the University Club, with headquarters at No. 722 Sutter Street. It was organized in 1890, and was intended to have for its membership university students only. This rule, however, has not been strictly adhered to. The club is the only one of its class in the city which has a portion of its building set apart for ladies. The ground-floor story is used by the wives and sisters of members as a place of rendezvous, and light refreshments are provided.

Union League Club.—The Union League Club is a Republican social club, organized for the purposes of advancing the interests of the Republican party, and furnishing social intercourse for its members. It was originally known as the Dirigo Club; but when the social feature was added the name was changed. The club had its first quarters on Grant Avenue. They afterwards moved to a private house on Geary Street, and from there to permanent quarters, under a long lease, in the Palace Hotel, on the New Montgomery Street side.

Concordia Club.—This is the leading Jewish club of the city. It occupies its own large and handsome building, on the corner of Post Street and Van Ness Avenue. The club was founded in 1864, and now has a membership of about three hundred. Its entertainments are of a high class, and are always well attended.

The Merchants' Club is a social organization composed almost entirely of merchants, and having for its principal object the provision of well-appointed rooms where business-men may meet, for purpose or pleasure, and where they may obtain a good luncheon in the middle of the day. The club was organized in January, 1887, and has a membership of about two hundred.

Cercle Francais, the chief French club in the city, has its headquarters on Post Street, just beyond Powell. It was organized in 1884, and incorporated in 1888. The membership is made up almost exclusively of French merchants, and numbers about one hundred and eighty. Distinguished Frenchmen and Frenchwomen are invariably accorded a reception on visiting the city, and a *punch d'honneur* is quite an event in the club.

San Francisco Verein, the principal German club in the city, was organized in October, 1853, and its membership, limited to two hundred and seventy-five, consists largely of German citizens. The club has a handsome, commodious, and substantial building of its own on the corner of Post and Leavenworth Streets.

Duetscher Verein.—This club was organized in 1872, and now has a membership of about two hundred, exclusively German. Its first quarters were on Pine Street above Montgomery; but shortly after the completion of the Pioneer Building, the club leased the second floor, which it has since occupied.

Sierra Club.—This club was incorporated on June 14, 1892, not for pecuniary profit, but for the purpose of exploring, enjoying, and rendering accessible the mountain regions of the Pacific Coast; to publish authentic information concerning the same; to enlist the support and co-operation of the people and the Government in preserving the forests and other natural features of the Sierra Nevada mountains. The club has a membership of about two hundred. It issues neatly printed bulletins periodically. Among the most valuable of these publications is a "Table of Elevations of the Pacific Coast," in which the location, geographically, by latitude and longitude, and the authorities for the figures, are quoted. Headquarters in the Academy of Sciences building, No. 819 Market Street. Monthly meetings are held, and papers on travel in the Sierras are read. Periodical trips are made by parties of club members.

Town and Country Club (Post Street, near Montgomery).—In spite of a name which suggests an association of gentlemen, having for their object the promotion of outdoor sports, this club is the very antithesis of any such idea. It is a select club for ladies only, and is a down-town resting and reading rendezvous for those who live in the suburbs and require just such rooms as are provided. The by-laws of the club are not very explicit; they simply say: "The object of the club shall be the maintenance of a reading-room and circulating library for the use of the members of the club." To become a member, it is necessary only that a candidate be proposed by a member, indorsed by two members, to whom she shall be personally known, and elected by the board of directors. Any woman over seventeen years of age may become a member. and the limit of the membership is two hundred.

San Francisco Sorosis (No. 424 Pine Street, between Kearny and Montgomery).—This is a ladies' literary, artistic, scientific, and philanthropic club. It has pleasant quarters immediately adjoining the studio of William Keith, the artist, and many of his paintings, as well as those of Mrs. Alice Chittenden and other artists, embellish the walls. The club was originally organized in 1894, and has a membership of about ninety. Business meetings are held on the first and third Tuesdays of each month, and social gatherings and receptions at the discretion of the directors.

ATHLETIC CLUBS, BOAT CLUBS, ETC.

Olympic Club.—This is the principal athletic club in the city, and is listed as the most complete organization of its kind in this country, and one of the foremost in all countries. It has a total membership of two thousand four hundred and fifty, of whom twenty-one hundred are adults, two hundred and fifty are juniors, and one hundred juveniles. The club owes its existence primarily to Reuben H. Lloyd, who in May, 1860, gathered together the young men of those days, who had been enjoying the opportunities of using the gymnasium of the artist Nahl, and formed the nucleus of an athletic club. The first quarters were over a coal-yard located where the Grand Hotel now stands; and for the reason that more could not be accommodated, the membership was limited to seventy-five. From 1881 to 1889, the club had quarters at the building formerly known as the Morton House, on Post Street, and then moved into fine rooms over the Alcazar Theater, which were occupied until the present building (524 Post Street) was completed. This building was completed and opened in January, 1893, and its existence is largely due to the persistent efforts of the former president, William Greer Harrison, who influenced men of wealth, like James G. Fair, John W. Mackay, and others, to contribute the necessary funds. The structure is a very handsome one, in Romanesque architecture, four stories in height. The first story is of rough-hewn San José sandstone, the upper stories are of red brick, and the roof is of slate. The entrance is finely arched, twelve feet high and sixteen feet wide. This opens on a tiled vestibule in oak, decorated with art-glass lights, bearing the portraits of James G. Fair, John W. Mackay, Rueben H. Lloyd, and Arthur Nahl. Beyond the vestibule is a fine hall twenty-three feet wide and forty-two feet long. In the center of this hall, stands a heroic bronze figure by the deaf-mute sculptor of California, Douglas Tilden. It is entitled "The Tired Boxer," and is the gift of W. E. Brown to the Olympic Club. From the rear of this oak-finished hall, access is had to the splendid swimming-tank, which measures eighty feet in length and thirty-five in width, and is supplied with salt water directly from the ocean. On the right of the hall, is the members' reception-room, and beyond it the juveniles' gymnasium. On the right are the rooms of the officers of the club. On the first floor above the street, the principal room is the gymnasium, occupying the entire eastern half of the building, having a floor space of sixty-five feet by one hundred and thirty-four, and rising through two stories to the roof. In the third story is the billiard-room, the reading-room, and other apartments. The club has splendid outdoor athletic grounds, with cinder path, oval, and tennis courts, etc., on the south side of Golden Gate Park.

Other Athletic Clubs.—The Germans, with their national love of athletics, are the only others in the city who possess athletic buildings. The San Francisco Turn Verein has a large hall at No. 324 Turk Street. It was organized in 1852, and has a membership of four hundred. Connected with the club are a singing society, a rifle section, a juvenile athletic department, and a school for boys and girls from seven to fourteen, numbering four hundred; also a relief society of two hundred members. Mission Turn Verein has a membership of two hundred and ninety. Verein Eintracht, organized in 1868, and reorganized in 1873, is located in its handsome new building, on Folsom and Twelfth Streets.

Yacht Clubs.—There are several yacht clubs with headquarters the other side of the bay. The more important ones are: The Pacific, (organized in 1878, reorganized in 1891; membership, four hundred; fine club-house at Sausalito); the San Francisco, (headquarters at Sausalito; assists members to gain proficiency in designing, building, and navigating yachts); the Corinthian, at Point Tiburon, the terminus of the S. F. & N. P. R. R.; the Encinal Yacht and Boat Club, at Alameda, on the narrow-gauge line; the California, in comfortable quarters of its own; and the Washington, with headquarters in the Crocker Building. The Pacific and the San Francisco are among the best known and best equipped clubs in the world of aquatic sports

Swimming and Boating Clubs.—The South End, the Ariel Rowing Club, the Dolphin, the Triton, and the Neptune Swimming and Boating Club are the principal ones. The shell races between champion oarsmen are usually rowed over the South End course or along the Alameda mole.

Scotch Athletic and Social Clubs include the Caledonian, organized in 1866, 111 Larkin Street, the Thistle Club, and the St. Andrew's Society.

Cycling Clubs.—The Bay City Wheelmen, club-house 441 Golden Gate Avenue; the California Cycling Club, parlor and gymnasium Twenty-second and Folsom Streets. The California Associated Cycling Clubs, 661 Market Street, includes all the clubs in San Francisco, San José, Oakland, Alameda, and Santa Rosa.

PLACES OF RELIGIOUS WORSHIP

The Missions of California and the early dates of the organization of churches of different denominations sustain the claim that San Francisco is, and always has been, a city in which Christianity has a firm footing and in which religious beliefs of all kinds may enjoy establishment and freeedom.

PROTESTANT EPISCOPAL

Trinity Church (Bush and Gough Streets).—The first Episcopal congregation to be formed in San Francisco was that which took the name of Holy Trinity, and was organized on July 22, 1849, by a number of religiously inclined people who at that time worshiped in one of the rooms of the American Hotel, on Stockton Street. In August of the same year, a fifty-vara lot (137 ft. 6 in. by 137 ft. 6 in.) on Powell and Jackson Streets was purchased, and upon it the first Episcopal church, a cheap wooden structure, was erected, in October. The Rev. Flavel Scott Mines had been called in the mean time, and was the first rector of Holy Trinity. In the spring of 1851, another site was purchased, on Pine Street, between Kearny and Montgomery, and on it what is known in local history as "The War Church" was built, standing there until 1866. In the latter year, the lot on Post and Powell Streets was purchased, and a wooden church built on it, which stood until July, 1893, when the congregation prepared to move to its fourth and present church, on Bush and Gough Streets. This church is known as Trinity Episcopal Church, the word "Holy" having been dropped in 1852.

The present church is built entirely of Niles bluestone, is in the early English Gothic style of architecture, and is a massive and impressive pile. The seating capacity is about eight hundred, and the chapel adjoining the church has accommodations for two hundred. The extreme length of the building is one hundred and forty-seven and a half feet, and its greatest width is one hundred and twenty feet. The square central tower is one hundred and thirty feet high, and in its line is a very fine piece of architectural designing. Church and site represent an investment of about $170,000.

Grace Church (Stockton and California Streets).—Sharing the rank of Trinity Episcopal Church in importance among the sacred edifices of that denomination, is Grace Episcopal Church. The immediate result of services held at the residence of Frank Ward, a pioneer, beginning on September 10, 1849, was the organization of the parish of Grace Church, in April, 1850. In the following year, Grace Chapel was built on the west side of Powell Street,

ST. JOHN'S CHURCH.

GRACE CHURCH.

north of Jackson, and in May, 1860, the corner-stone of the present church was laid. The first service was held in this church in September, 1862, there being no windows in the building, and canvas alone protecting the congregation for a whole year from the weather—fortunately no great trial in California. In 1866, when the debt was canceled, the church was consecrated. The building is part Gothic and part Norman Gothic. After expending $75,000, the church was left minus its proposed spire and sundry pinnacles which were to crown the exterior buttresses of nave and aisles, until 1889, when another architect was intrusted with its completion. The gable-like vestibule and the main entrance were then removed, and the present Norman one, with its fine circular window, was built. The tall tower, with long lancet windows, was also erected, and the church was completed at a cost of $30,000. The edifice is about one hundred and thirty feet long and eighty feet wide. The extreme height of the tower is one hundred and forty feet. The interior is in Byzantine decoration. There are many beautiful memorial windows and a fine organ. The seating capacity is about eight hundred.

St. John's Church (Fifteenth Street, east of Valencia).—The church building was commenced in the summer of 1890, and was consecrated early in the following year. The style of architecture is Byzantine. The ground-plan is that of a Greek cross. The church has a central dome, surmounted by a dignified square tower, above which rises a lofty spire. The roofs are pitched like those of a Gothic church. The building is one hundred feet long and eighty feet wide, and has a seating capacity for seven hundred and eighty. It cost about $45,000, and is built partly of brick and terra-cotta and partly of wood. If only as an architectural novelty in the West, this church is worthy of a visit.

Church of the Advent (Eleventh Street, near Market).—The original church was built on Howard Street, between Second and Third, in 1861. The present church was built in 1891, and consecrated in the summer of 1892. It is of brick, in the massive style of the thirteenth-century English Gothic, the front portion being battened and buttressed as though intended for an old-time fortress church. It covers a lot sixty-two and a half feet by one hundred and thirty-seven and a half feet, and represents, with its site, a total investment of $75,000. The interior is crypt-like; the nave is spanned by huge arches, rising from short circular columns. These, with the lateral arches, give a striking appearance. The church has a seating capacity of about nine hundred, and the services border on the ritualistic.

Other Protestant Episcopal churches: St. Luke's, Van Ness Avenue and Clay Street; St. Paul's, California Street, between

Fillmore and Steiner; St. Stephen's, Fulton Street, between Webster and Fillmore; St. Peter's, Stockton and Filbert Streets; St. Mary the Virgin's. Union and Steiner Streets.

METHODIST

First Church (Powell Street, between Washington and Jackson). —This church has claims to existence in an embryonic state as far back as 1846. In 1849, however, there were but three members, and they, with the aid of William Roberts, who was sent out from the East, established the first church in a small wooden house, brought from Oregon, and erected on the site of the present building. In 1856, a second church was built, the first being moved off the lot. In 1870, the present structure was completed at a cost of $25,000. The first pastor was the Rev. William Taylor, later Missionary Bishop to Africa.

Other Methodist churches: Grace, Capp and Twenty-first Streets, (the original church was built in 1865, and was used until 1886, when the present fine building was completed, at a total cost of $56,000); California, California and Broderick Streets, dedicated in 1893, a handsome building of brick, in Romanesque style, costing $42,000; Trinity, Sixteenth and Noe Streets; Swedish, Howard Street, between Eighth and Ninth; Centenary, Bush Street, between Gough and Octavia; Simpson Memorial, Hayes and Buchanan Streets; Van Ness-avenue, between Bush and Pine Streets on Van Ness Avenue; Central, Mission Street, between Sixth and Seventh; African Bethel, Powell Street, between Jackson and Pacific; First African (or Zion Church), Stockton Street, between Clay and Sacramento.

PRESBYTERIAN

First Church (Van Ness Avenue and Sacramento Street).—This church had its beginning on the steamship Oregon, on the way to San Francisco, in March, 1849; and on May 20th of the same year, the church was organized under the name of the "First Presbyterian Church of San Francisco," with six members, two ruling elders, and three gentlemen appointed as a board of trustees. The young church had about a dozen different places of worship in its early years. Among these were a court-room, the unfinished second story of a frame building, the tent of a disbanded mining company, the First Baptist Church, a wareroom in the Custom House, a court-room in the City Hall, and finally its own building, sent out from New York in 1850. A storm laid the new building level with the ground. In 1851, it was rebuilt, and in June of the same year it was burned down. After again wandering about for nearly four months, the congregation succeeded in having a fairly large plain building erected in the short space of eleven days. In this building the church remained until August, 1857, when new quarters were found in what became the Chinese Presbyterian Mission.

In the following year, a large brick church on Stockton Street, between Washington and Clay, in what is now the heart of Chinatown, was dedicated, and there for twenty-five years the First Presbyterian Church was located. This structure was purchased by the Chinese, and was used by them as a church and Sunday-school. In 1884, the present fine building was dedicated. The church is a Gothic structure, and will seat eight hundred persons. To this prosperous mother church many Presbyterian organizations owe their origin.

Other Presbyterian churches: Howard Church, Mission Street, east of Fourth; Calvary, Powell and Geary Streets; Westminster, Fell Street, near Laguna; St. John's, Octavia and California Streets (seats twelve hundred); First United Presbyterian, Golden Gate Avenue and Polk Street; Trinity, Twenty-third and Capp Streets; Franklin-street Church, Franklin and Vallejo Streets; Welsh, Cambrian Hall, 1133 Mission Street, near Seventh; First Cumberland, 1358 Market Street; Second United Presbyterian, Guerrero Street, between Twenty-second and Twenty-third; Emmanuel Mission, 928 Harrison Street, between Fifth and Sixth; Olivet, Mississippi Street, between Butte and Napa; Memorial, Algeria Street, near Railroad Avenue; Lebanon, Twenty-third and Sanchez; Chinese Mission, Stockton Street, between Washington and Clay; Japanese Mission, 121 Haight Street.

CONGREGATIONAL

First Congregational Church (Mason and Post Streets).—This church is a pioneer, and dates back to the days of '49. After occupying a variety of small buildings, the church for some years was located in a semi-classic structure on the southwest corner of Dupont and California Streets. This building was subsequently used by the Academy of Sciences, and when that organization moved to its own fine quarters, the Greek portico of the building was torn down, and while one portion of the church was converted into a rooming-house, the remainder was changed into stores. It was in 1872 that the present edifice (a graceful English Gothic structure of brick) was opened for divine worship. It has a seating capacity for nearly eight hundred, and cost $125,000.

Other Congregational churches: Plymouth, Post Street, east of Webster; Third, Fifteenth Street, between Valencia and Mission; Fourth, Green Street, west of Stockton; Olivet, Seventeenth and Noe Streets, (stood originally in Eureka Valley, and moved to present site in 1884); Bethany, Bartlett Street, near Twenty-fifth, (there is a Chinese mission school connected with this church); Park, Devisadero Street, near Oak; Pilgrim Chapel, Edinburgh Street, near Persia; Eighth, Broad Avenue, near Capital; Richmond, Seventh Avenue and Clement Street; Bethlehem, Vermont Street, near Twenty-fourth; Pierce-street, Pierce and Green Streets; Swedish, Jessie Street, between Sixth and Seventh; California Chinese Mission, 5 Brenham Place, organized 1874.

BAPTIST

First Baptist Church (Eddy Street, between Jones and Leavenworth).— The first Protestant house of worship in San Francisco was erected by the Baptists, aided by the American Baptist Home Mission Society. The Rev. O. C. Wheeler and his wife were sent out by that society, and arrived here in December, 1848. On January 2, 1849, the first Baptist service was held, in a tent on Powell Street near Jackson. In June, the First Baptist Church of San Francisco was organized, and on July 8th the church, a frame building which had been sent out from New York, was erected on Washington Street near Stockton. In this building the first public school was organized, with Mr. and Mrs. J. C. Pelton as teachers. In 1851, the little building was destroyed by fire, and was replaced by a brick building, which did service until 1875, when it was sold, and the congregation moved to its present location. The first baptism, it may be interesting to mention, occurred on October 21, 1849, in the waters of the bay at North Beach. The church membership numbers about seven hundred.

Other Baptist churches: Hamilton Square, Post Street, near Steiner, organized 1881; Third, Powell Street, between Sutter and Bush, organized 1860; Emmanuel (Fifth), Bartlett Street, between Twenty-second and Twenty-third; Union Square, Bush Street, between Hyde and Larkin; German, Seventeenth and De Lorme Streets; Chinese Mission, Waverly Place and Sacramento Street; Bethesda Mission, Howard and Eighth Streets; Galilee Mission, Union Street, near Gough.

ROMAN CATHOLIC

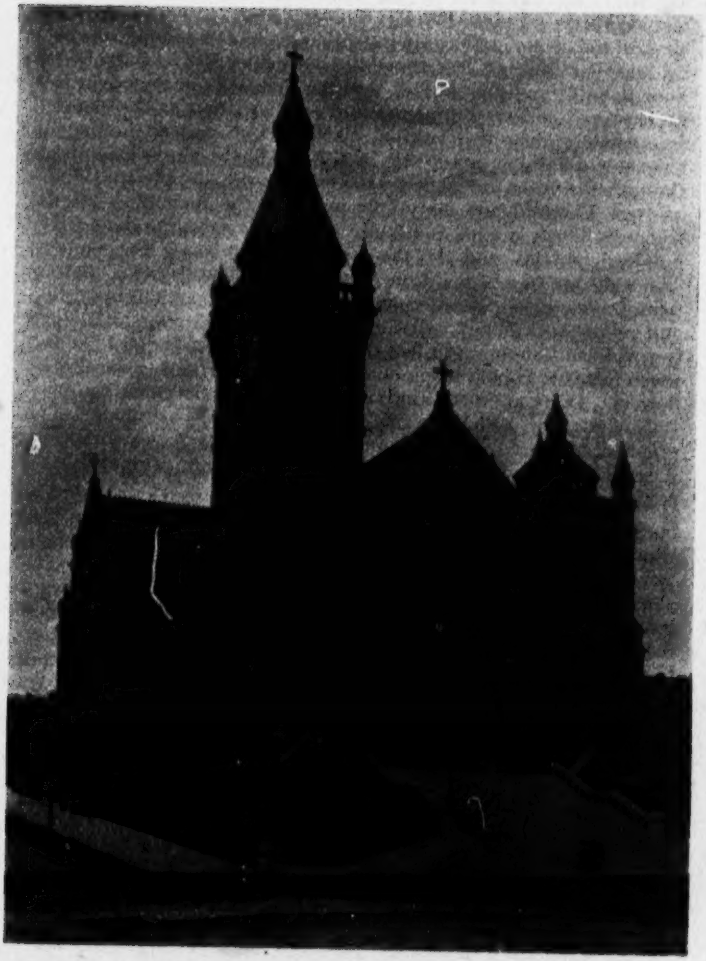
To the Roman Catholics belongs the distinction of having first held aloft the enlightening torch of Christianity on this coast; and in matters of organization, development, and influence, they have always been with the foremost. Some of the principal churches in this great branch of Christianity, are briefly referred to herewith.

Mission Dolores Church—more fully described as Mision de los Dolores de Neustro Padre San Francisco de Asisi, (Sixteenth and Dolores Street).—This is the original Christian building on the San Francisco peninsula. The mission was first located near

Russian Hill, but that site being too exposed, it was moved to its present locality, and the church is now commonly spoken of as the Mission Dolores, or, shorter still, the Mission Church. It was founded in October, 1776, by Father Junípero Serra, who had traveled northward from Monterey. The old church is still used, but near it a more modern one was erected in 1876, a hundred years after the founding of the mission, and is the regular place of worship of the dwellers in the parish.

The old building is both picturesque and interesting. In Spanish style of architecture, it is simple and imposing. Its projecting gable roof protects from the elements the bells set in niches of thick adobe walls. The portico is four heavy round columns; in the center is the doorway, with a plain circular fan light. Inside, the crude frescoing, the stiff old pews, the smell of age, and the general air of quaintness cannot fail to impress the visitor, and must conjure up visions of those early days when on what was then "a stepping-off place of the world," this old church and the few adobe buildings clustered round it were the only ones on the strip of land between a bay which harbored no ship and an ocean known little more than by name. The old churchyard has many interesting graves within its pale, and though many of the tombs are hung with weeds and wild flowers, and half hidden in long grass, behind the tangled growths the names of some who played important roles in pioneer San Francisco may still be deciphered.

St. Mary's Cathedral (Van Ness Avenue and O'Farrell Street) was dedicated on January 11, 1891, by His Grace Archbishop Riordan, assisted by His Lordship Bishop Spaulding, of Peoria. The main façade facing the avenue is eighty feet wide, and is flanked by two towers. These are entered by means of two double doorways, each eight feet wide, forming the main entrance to the church body, the approach being by a high and broad flight of steps. The main tower at the corner of O'Farrell Street rises to a height of one hundred and seventy-two feet, and the other reaches a height of one hundred and twelve feet; both are twenty-four feet square. These massive campanile, pierced only by slender, deep-set windows, and especially the main work at the bell-chamber, and projecting tower, with its arched and cusped open gallery at the top, resembling a battlement, add greatly to the handsome appearance of the exterior. The spandril, or tympanum, formed by the arch over the front door is filled with a sculptured group in heavy bas-relief representing Christ's commission to St. Peter. High above this, in the gable wall, is a great wheel-window of stained glass. The sides of the building face on O'Farrell Street and Myrtle Avenue. The depth is ninety-two feet. The principal features of these façades are the transept gables with the large



ST. MARY'S CATHEDRAL.

wheel-windows. Side entrances seven feet wide are arranged east and west of each transept, with staircases to the galleries. The church body is sixty-two feet wide and one hundred and eight feet long to the chancel rail. The transepts at the north and south ends are sixty-two feet wide by eighteen feet deep. The chancel is forty feet deep by sixty-two feet in width, and within it is the main altar, in the center, and an altar at either side in chapels. The chancel floor is raised two feet above the body floor. The height from floor to roof is fifty-eight feet, and the ceiling is sustained in part by clustered pillars, four at the transepts and two at the chancel. Immediately over the vestibule is the choir gallery, joining an extensive gallery at either side of the building. The ceiling above the audience-room and galleries has wooden ribs and groins. There are two hundred and sixty-four pews on the main floor of the edifice. These are of polished oak, easily accommodating five hundred persons, and the three galleries will seat a like number. The walls are handsomely decorated, the side walls being done in palm-leaves, crosses, and crowns—the colors, blue, maroon, gray, and yellow, with liberal use of gold. The grand or main altar is ten feet wide and about eight feet deep. It rises to a height of twenty-seven feet, the cupola being surmounted by a cross surrounded by flowers. There are three kinds of marble used in its construction—Italian statuary and Vermont marbles, and Mexican onyx. The principal window over the main altar represents the Assumption. A score of other windows at various vantage points present Biblical scenes, artistically done.

St. Mary's Church (California and Dupont Streets).—This church (the old cathedral) was completed and dedicated December 25, 1854. The first pastor was the Rev. Hugh P. Gallagher. The altar is of pure white Cararra marble, and was made in Turin at a cost of forty-five hundred dollars. The painting over the altar illustrates the Immaculate Conception, and is the last work of Capatti. The church is of brick, Gothic in style, and seats about twelve hundred persons.

St. Francis's Church (Vallejo Street and Montgomery Avenue).—This is, with the exception of the old Mission Dolores church, the oldest Roman Catholic church in the city. It was founded in 1849 by the Rev. Father Anthony Langlois, and was originally a frame structure. The present building was completed and dedicated in 1860. The fourteen pictures on the walls are from Mayer's Institute at Munich and the three paintings over the altar are worthy of notice. The church is in the fourteenth-century Gothic.

St. Ignatius Church (Van Ness Avenue and Hayes Street).—The original church stood on Market Street, opposite the Baldwin

Hotel, and with it were a parochial school, the college, and the pastoral residence. The old building was dedicated in 1855, with the Rev. Anthony Maraschi, S. J., as pastor, and the Revs. N. Grassi, S. J., and A. Biglioni, S. J., as assistants. In 1880, the old buildings were abandoned. The present group of buildings was dedicated in February, 1880, and ranks with the very finest and most complete institutions of its class on the coast. The church is built of brick, faced with Portland cement, and is very substantial, its foundation walls being seven feet thick. It measures two hundred feet in length, one hundred and twenty in width, and the interior height in the clear is sixty-four feet. The two splendid and lofty towers, their golden crosses visible all over the city, are each two hundred feet high. The approach to the large doors and wide vestibule is by a flight of granite steps seventy-five feet long. Eight pairs of glass doors afford access to the church, and the interior disclosed to view is of unparalleled richness on this coast. The auditorium is divided into three parts by two rows of handsome columns. The frescoing is very beautiful, and was completed at a cost of $50,000. The principal painting over the main altar is by the deceased artist Tojetti. All of the paintings within the church will bear critical examination.

St. Dominic's Church (Bush and Steiner Streets).—The property of the Dominican Fathers embraces the entire block of land bounded by Steiner, Bush, Pierce, and Pine Streets. This church is among the most notable of the church edifices of the city. It is a magnificent structure of stone and cement, and is constructed in the basilican form of the sixteenth-century style of architecture. The interior is vast in its dimensions, and has a seating capacity of twenty-four hundred. The main altar is a beautiful piece of work in Italian marble and onyx. From the corners of the front of the church rise two massive towers, each a hundred feet in height, crowned with copper domes and surmounted by two heavy gold crosses, seven and a half feet high, which form landmarks from many sections of the city. The priests of the Dominican order have been long in California, following the Jesuits and Franciscans some one hundred and twenty years ago in charge of the missions of Lower California, having received their authority from Charles the Third of Spain. The Dominicans continued their work, following the Indians as they were driven from their old haunts by the advancing hosts of white settlers. At Benicia, Martinez, Vallejo, Antioch, and elsewhere, the Dominican Fathers have charge of flourishing parishes. The main monastery is located at Benicia, where a new brick church was erected some years ago. The first Dominican church in this city was dedicated by the late Archbishop Alemany, in June, 1873. The corner-stone of the present church was laid by Archbishop Alemany, October 7, 1883, and the new building was dedicated by Archbishop Riordan, November 16, 1887.

St. Patrick's Church (Mission Street, between Third and Fourth).—The history of St. Patrick's Church, fully written, would be most interesting. With the exception of the Cathedral, St. Ignatius, and St. Dominic's, St. Patrick's is the finest Catholic church in San Francisco. To the zeal of Father Peter J. Grey, its pastor for so many years, is due the growth of the church. For a long time the chimes of St. Patrick's rang out sweet melody, rivaling in purity of tone the historic Shandon bells of the River Lee.

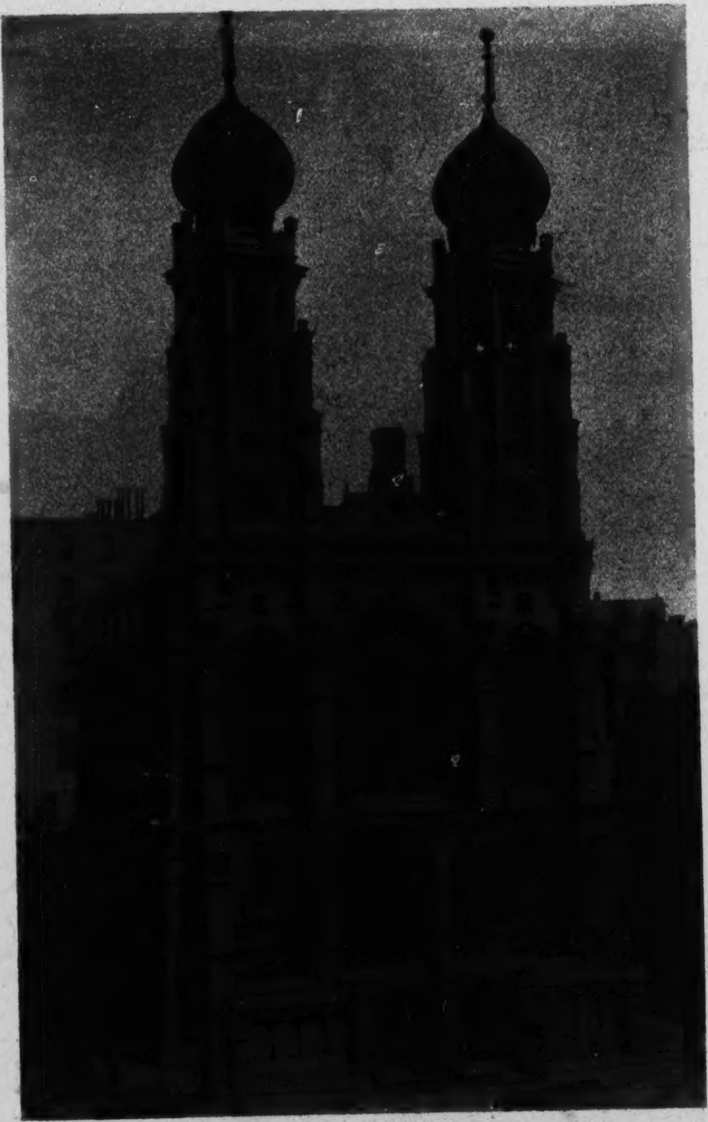
Other Roman Catholic churches: St. Joseph's, Tenth and Howard Streets; St. Rose's, Brannan Street, near Fourth; St. Bridget's, Van Ness Avenue and Broadway; St. Peter's, Columbia Street, between Twenty-fourth and Twenty-fifth; Nuestra Señora de Guadalupe (Spanish and Portuguese), Broadway, between Mason and Taylor Streets; St. Pietro e Paolo (Italian), Filbert and Dupont Streets; Notre Dame des Victoires (French), Bush Street, east of Stockton; St. Boniface's (German), Golden Gate Avenue, between Jones and Leavenworth; St. Paul's, Church and Twenty-ninth Streets; St. Brendan's, Fremont and Harrison Streets; St. Theresa's, Potrero; Holy Cross, Eddy and Scott Streets; All Hallows, South San Francisco; Sacred Heart, Fell Street, between Webster and Fillmore; St. James's, Twenty-third and Guerrero Streets; Star of the Sea, Point Lobos and Eighth Avenues; St. Charles Borromeo, Shotwell and Eighteenth Streets.

EVANGELICAL

Churches.—First English Evangelical Lutheran, Geary Street, near Gough, (a handsome church, with front of brick and stone); St. Paulus German Evangelical Lutheran, Eddy and Gough Streets, (a handsome wooden edifice, completed and dedicated in January, 1894); St. Markus German Evangelical Lutheran, O'Farrell Street, near Franklin; Our Saviour's Scandinavian Evangelical Lutheran, Howard Street, between Twelfth and Thirteenth; Salem German Evangelical, Twenty-second and Shotwell Streets; St. John's German Evangelical, Mason Street, between Jackson and Pacific; St. Johannes German Evangelical Lutheran, Twenty-second Street, between Howard and Capp; Swedish Evangelical Lutheran Ebenezer, Mission Street, between Eighth and Ninth; Swedish Evangelical Mission, Jessie Street, between Sixth and Seventh; Emmanuel Church of the Evangelical Association, Twelfth Street, between Market and Mission.

FIRST UNITARIAN CHURCH.

SWEDENBORGIAN.



SYNAGOGUE EMANU-EL.

HEBREW

Synagogue Emanu-El (Sutter Street, west of Stockton).—The largest and most imposing of the Hebrew places of worship is the Temple Emanu-El. Architecturally, it is one of the most correct edifices in the city. The style is Indian. The interior is lofty and richly finished, and the walls frescoed in warm colors, the large stained-glass windows and dark woodwork affording a rich as well as solemn air. The congregation was organized in 1851, and the synagogue was built in 1866, at a cost of $175,000. The materials of construction are brick and stone. The twin towers, with their oriental domes, surmounted by gilded balls, are to be seen from all parts of the city, and the façade, with its triangular projecting portico below the big stained-glass window, is very handsome. There is a school in the basement for the Hebrew youth. The synagogue has a seating capacity of thirteen hundred. Its length is ninety-seven feet, its breadth fifty-three feet, and its height fifty feet. The congregation is of the Reformed order.

Congregation Beth-Israel (Geary Street, west of Octavia).—The present building is a handsome wooden structure, which was completed and dedicated in 1891, at a cost, exclusive of the site, of $30,000. It has a seating capacity of nine hundred, and is comfortably and artistically fitted up. The congregation is conservative.

Congregation Sherith-Israel (Post and Taylor Streets).—The building was erected in 1865, and the able writer and eloquent speaker, Dr. Henry Vidaver, one of the representative rabbis of the United States, was the choice of the congregation. He died in 1882, and was succeeded by his brother, the Rev. Falk Vidaver. The congregation numbers about one hundred and fifty members.

Congregation Shaari Zedek (California and Stockton Streets).—Its first building was nearly destroyed in the earthquake of 1868. In 1870, the congregation was organized, and in 1887 the present building was dedicated. It seats five hundred persons, and cost $20,000. The congregation is strictly orthodox. The men occupy the body of the church, and the women the gallery, which is around three sides of the building.

Congregation Beth-Menahim (Minna Street, between Fifth and Sixth).—Emanuel Streisand, an old Hebrew scholar, founded the Beth-Menahim-Streisand Synagogue. He died about 1883. The services are in German.

Congregation Ohabai Salome (Bush Street, near Laguna).

In addition to these synagogues, there are a number of smaller congregations.

UNITARIAN

First Church (Geary and Franklin Streets).—The first record of a public religious service on the part of the Unitarians of this city dates back to Sunday, October 20, 1850. The service was conducted by the Rev. Charles Andrew Farley, in Simmons's Athenæum Hall, on Commercial Street, in the presence of twenty-five men. The meeting which took place after the service was the nucleus of the Unitarian Church in this city. A society was formed, and after worshiping in the hall named for some six Sundays, was moved to what was known as the Museum Building, on California Street. Various vicissitudes followed. In April, 1860, Thomas Starr King came to the church, and was its pastor for four memorable years. At his instigation, the society purchased a lot on Geary Street, and undertook the building of an edifice. The corner-stone was laid, December 3, 1862, and the building was dedicated, Sunday, January 10, 1864. The organ, costing thirty-five hundred dollars, was a gift from Mr. King himself. But the pastor who had organized and carried the work forward to such grand success was not permitted long to enjoy the fruits of his labor. On March 4, 1864, he passed away, as he himself said, "happy, resigned, trustful." The high esteem in which the great preacher was held was shown by the fact that the ordinance prohibiting interments in the heart of the city was suspended by a unanimous vote of the Supervisors, that the remains of Thomas Starr King might find a resting-place in the shadow of the beautiful church he was instrumental in erecting. His wish was literally fulfilled, and the church he aided in building serves as a monument to his memory. Dr. Bellows succeeded Mr. King, and on September 7, 1864, the Rev. Dr. Horatio Stebbins was called to the position which he has held for thirty years. The present handsome church was completed in 1888, and is entirely of hewn stone. It is a very complete building, with Sunday-school and pastoral residence on the same ground. The congregation averages seven hundred.

Second Church — Capp and Twentieth Streets.

MISCELLANEOUS

The Christian Church, Twelfth Street, between Howard and Mission — a small, neat, and simple structure, seating about two hundred and fifty; First Universalist Church, Mission Music Hall, Howard and Twenty-first Streets; Mariners' Church, Sacramento and Drumm Streets — devoted to the spiritual needs of seamen; Seventh-Day Adventists, Laguna Street, between Golden Gate Avenue and McAllister Street, organized in 1871; Reorganized

Church of Latter Day Saints, Memorial Hall, 320 Post Street, organized in 1863; Russian-Greek Church, Cathedral of St. Basil, Powell Street, north of Union; First New Jerusalem Church, O'Farrell Street, between Webster and Fillmore,—a picturesque Swedenborgian church, rebuilt in part in 1893; Second New Jerusalem Church, Druids' Hall, 415 Sutter street; First Christian Church (Scientist), Beethoven Hall, 336 Post Street; West Side Christian Church, Bush Street, between Scott and Devisadero; Plymouth Brethren, Gospel Hall, 30 Seventh Street; Friends' Meeting, Rooms W. C. T. U., 132 McAllister Street; Japanese Church—the first one built in the United States by Christian natives—Sacramento Street, near Larkin; a school in which Japanese and English are taught, and a good beginning for a library, are in connection.

RELIGIOUS AND TEMPERANCE SOCIETIES

Young Men's Christian Association.—Organized in September, 1853; reorganized and incorporated in April, 1881. Formerly occupied a fine building of its own on Sutter Street; recently erected a splendid four-story structure, with gymnasium attached, on Mason and Ellis Streets, dedicated on September 10, 1894. It contains a large, well-arranged hall for lectures; has library, gymnasium, reading-rooms, and bath-rooms, free to all members; an employment department for young men; parlors for musical, social, and literary receptions; evening educational classes. Auditorium seats one thousand.

Young Women's Christian Association (No. 1220 O'Farrell Street).—Incorporated in 1878. Has an industrial department for women; home for self-supporting girls; classes in sewing and millinery; library and reading-rooms. Membership, two hundred and fifty.

Christian Endeavor Society.—Organized in 1887; has had phenomenal growth; present membership in the State upwards of thirty-five thousand. San Francisco has three thousand or more, and in Alameda County are between three and four thousand members. The International Convention is held in San Francisco this year (1897).

Salvation Army.—Headquarters, No. 1139 Market Street; Men's Food and Shelter Depot, No. 117 Jackson Street and No. 120 Oregon Street; Woman's Shelter, No. 553 Stevenson Street; Children's Home, No. 328 Bryant Street. There are nine corps, in separate locations, in the city. **Volunteers of America**—the

Ballington Booth branch of the Salvation Army—is located on Sutter Street, near Market.

Women's Christian Temperance Union.— Headquarters, No. 132 McAllister Street. Organized in 1879; has seven branches. Publishes the *Pacific Ensign*

Independent Order of Good Templars.—Instituted in 1855; has nine lodges; maintains four "Bands of Hope."

Marine Temperance Society (two branches).—Meets at Mariners' Church, Sacramento and Drumm Streets.

Lodge of the Golden Links.— Meets Sunday afternoons, at No. 102 O'Farrell Street.

Theosophical Society.—Pacific Coast Headquarters, Nos. 525–526 Parrott Building, Market Street. Organized in 1875. Lodge meetings Wednesday evenings of each month. Free public lectures every Sunday evening. Branch in Mercantile Library building. Literature circulated. Society active and progressive in numbers and influence.

Societies for home and foreign missions, church extension, and aid and relief associations of various character, connected with all the churches, are too many to enumerate.

The Channing Auxiliary, of the First Unitarian Church, has a a distinctive feature in a literary way; it arranges for lectures, which are always high-class, and issues a yearly calendar.

THEATERS AND OTHER PLACES OF AMUSEMENT

San Francisco is considered a good "show town," and it is a matter of record that the audiences are exceptionally discerning and critical, making their own verdict, irrespective of what New York, Paris, or London may have declared. Mme. Bernhardt said she found here greater appreciation than elsewhere in America; doubtless because almost every one understands French to some extent. Mme. Patti always refers to her "dear San Francisco." "Little Lotta," invested in property—wisely and well—and in her enthusiasm, gave to the city a handsome monument and drinking fountain. Langtry the beautiful and Modjeska the superb have often expressed their fondness for "Frisco," which materialized in the purchase of California ranches. It may be recalled that a number of famous artists of the stage learned their first steps here, and claim San Francisco as their theatrical *alma mater.* It was here that John McCullough mounted the first rounds of the ladder of fame; Lawrence Barrett, Thomas Keene, Mrs. C. R. Saunders, Mrs. Judah, Bella Pateman, Nellie Calhoun, Joseph Murphy, Samuel Piercy, Harry Edwards, Billy Emerson, and, later, Sibyl Sanderson, all have had homes in San Francisco, and delighted to return here after labors and triumphs for rest and enjoyment. Karl Formes, the basso, sleeps his last sleep in the Silent City by the Pacific. A brief history of the theaters follows:—

The California Theater claims first notice, as the present building is on the site of the old California, built in 1868, and opened under the management of John McCullough and Lawrence Barrett, January 18, 1869. For a long time one of the recognized best stock companies in the United States was gathered in the old theater. The present beautiful modern theater, Bush Street above Kearny, is included in, yet separate from, the California Hotel building. It is admirably appointed, electric lighted, and has all modern stage appliances behind the curtain, and all modern conviences before it. The building was completed in 1889, and has a seating capacity of eighteen hundred.

The Baldwin Theater has been termed, not inaptly, the coziest theater in America. It is a part of the Baldwin Hotel block, with a fine entrance on Market Street. The Baldwin is notable for its exquisite and elegant finishing and furnishing.

The Grand Opera House is an opera house no longer. It is the largest theater in the city, seating twenty-three hundred. It was built in 1875, and opened in 1876. In this house Mme. Patti, Sarah Bernhardt, Henry Irving, and the famous opera companies have appeared. It is now a "popular" theater, where melodrama of the modern realistic order holds sway, and has a patronage numerically larger than it ever had in its days of greater aristocracy.

The Alcazar Theater, on O'Farrell Street, one block from Market, is located in the building bearing the same name, and is the property of M. H. de Young. It seats eleven hundred, and is handsome interiorly; the prevailing decoration is Moorish.

The Columbia Theater is located on Powell Street near Market; has a seating capacity of fifteen hundred; is a pretty theater, and well kept up. Open the year round.

The Tivoli Opera House, Nos. 28–32, Eddy Street, is one of the fixed show houses of San Francisco. It was opened April 12, 1879, and has had an uninterrupted run of popularity. Its doors are not closed during the year, and a pleasant evening's entertainment is pretty well assured.

Other theaters: The Orpheum, a good variety theater, No 119 O'Farrell Street; the People's Palace, Eddy and Mason Streets; Bush Street Theater, No. 323 Bush Street; Chinese Theater, No. 814 Washington Street.

Concert Halls.—The Auditorium, Jones and Eddy Streets, where orchestral concerts of a high order are given; the Metropolitan Temple; Union Square Hall; the Maple Room of the Palace Hotel. Concerts are held at the Mechanics' Pavilion; Gilmore's band, with Campanini, and the Thomas orchestra were heard here. The fine concert hall in Golden Gate Commandery, Knights Templar, is in good demand, as is also the assembly hall in the new Y. M. C. A. building. The leading artists of the world of music visit San Francisco, the later triumphs being Paderewski and Bloomfield-Zeisler.

LIBRARIES

Adolph Sutro's Library.—When Andrew J. White, ex-President of Cornell University, United States Minister Plenipotentiary to Berlin and St. Petersburg,—a scholar well able to make comparisons and form conclusions,—visited San Francisco, a few years ago, he wrote to Dr. Buckley, editor of the *Christian Advocate*, (in a letter printed in the *Advocate* in 1892), as follows:—

> "Of all the amazing things on the Pacific Coast—and I encountered surprise after surprise—the most unexpected was the discovery of the Sutro Library. . . . With considerable acquaintance among the libraries of the United States, I should rank this one already among the first four in value, and it is rapidly increasing."

Professor Burr, of Cornell, declined a call to Stanford University on account of the supposed lack in California of library material for aid in his special investigations. Upon being made acquainted with Mr. White's discovery of the Sutro Library, with its incalculable wealth of reference matter, he came to San Francisco to determine for himself. His enthusiasm was beyond bounds, and his decision was quickly made. He wrote to Mr. Sutro:—

> "Your library is, I think, beyond all comparison, the best collection in America, both as to numbers and the quality of the books of the fifteenth century, and I gravely doubt if it has any rival this side the Atlantic for its literature of the sixteenth century. Rare books of which I had never before seen a copy you have doubled, tripled, and quadrupled on your shelves. For any work I may have to do in the contemporary literature of these critical centuries of the Renaissance and the Reformation, there is no place in America—I am not sure if any in Europe—to which I shall so surely turn as to the Sutro Library." *

These estimates of the value of Mr. Sutro's collection, by eminent scholars who know the libraries of the world, discovered anew to Californians the largess of their wealth, brought, without money and without price (on their part), from the four quarters of the globe, and laid at their very doors, here on the uttermost limit of the continent. The money and price, the thought, labor, research, and energy which has accomplished this miracle is yet but half understood and half appreciated.

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* That Professor Burr was prevailed upon to remain at Cornell, is another story.

The Sutro Library contains, at present writing, listed by titles, five hundred thousand volumes. The collecting of it began in 1883. The selection of books at that time was made under most fortunate and extraordinary circumstances. The Sunderland library and that of the Duke of Hamilton, in England; the Monastery of Buxheim library and that of the Duke of Dahlberg, in Germany, came under the hammer, and large purchases were made therefrom. The Royal State Library at Munich, which had absorbed the libraries of all the confiscated monasteries of Bavaria, with other valuable acquisitions, furnished for the Sutro Library several thousand incunabula, all the early printers being represented—probably the best collection of this character in existence.

Additional rare treasures are: The library of the Secretary of the London Chemical Society; the collection of Parliamentary documents and proceedings from A.D. 1000 to the present day, formerly the property of Lord Macaulay, and which he used in writing his history; the codified laws of England, from the library of Lord Cairns; fifty thousand pamphlets of the Commonwealth times, and a similar collection relating to Mexico and its history since 1822 and during the revolution; manuscripts, endless in variety and priceless in value, many on parchment, in Hebrew, Greek, Latin, French, German, English, Spanish, and Arabic.

All this forms but the nucleus of a great reference library for all the sciences, arts, and mechanics. When the library is opened to the public, according to Mr. Sutro's design, all supplementary modern books will be found upon the shelves, and purchases up to date will keep pace with all that is worthy recognition and preservation.

Concerning the library building in which this accumulated treasure is to be placed, a site for its location was selected several years ago, in the midst of what was then considered a wilderness of sandhills, remarkable only for the wonderful and extended views it afforded of the varied and beautiful scenery around and below. To-day verdure clothes the hills, flowers perfume the air, and a more delightsome spot were difficult to find. Situated near the Haight-street entrance of Golden Gate Park, the gradual eminence affords a magnificent outlook over park, ocean, the Golden Gate, the shores of Marin County, and the hills of Contra Costa. And the buildings of both library and colleges will be seen also of the city from various vantage-points. The original tract for the library and grounds around it consisted of nearly twenty-six and a half acres. One half of this Mr. Sutro has deeded to the University of California for the Affiliated Colleges' buildings, which still leaves ample and generous provision for the library. Thus, through the noble philanthropy of Mr. Sutro, will the University of California be endowed with a library to be compared only with the magnificent Bodleian, of England, the Vatican collection, and the treasures of the foremost universities of both the Old and the New World.

It might be added, in this connection, that this tract illustrates the possibilities in Mr. Sutro's extensive holdings, yet unredeemed, of which these verdurous acres are the smallest fraction.

Bancroft's Library (Bancroft Building, Valencia Street, near Twenty-sixth).— The most complete library of everything pertaining to Pacific Coast history, from earliest times up to date. Every book of coast travel, even, may be found in this collection. Also, a most valuable addition of manuscripts and records of Spanish and Mexican history, in which is included the Vallejo collection. From these may be gathered many romantic histories of the old Spanish families. There is also a mass of information about Oregon, Washington, and Alaska. There are many choice volumes in the Latin text.

Mercantile Library.— Organized in 1852; David S. Turner, now a resident of New York city, first president; seventy thousand volumes; large, handsome, and well-arranged new building, Golden Gate and Van Ness Avenues; reading-rooms exceptionally light, spacious, and pleasant; fine collection of rare books: bound periodicals of great range in date and nationality; special collection on art, sculpture, and architecture; reference department of great value.

Mechanics' Institute.—Organized in 1855; location, No. 31 Post Street; object, mutual improvement, sociability, and the collection of books, scientific apparatus, works of art, etc.; valuable library of seventy thousand volumes; many rare scientific works. Included in its collection is a complete set of British patent-office reports from 1617 to date, uniformly bound in half red morocco. These were presented by the British Government, which adds to the collection the volumes as they are published. There are also night schools, with instruction in many branches, free, and lectures on poplar subjects. The Institute owns the Mechanics' Pavilion, on Grove and Larkin Streets, where annual Industrial Exhibitions are held.

Free Public Library (New City Hall; entrance Hyde and McAllister Streets).— Branches: No. 1131A Valencia Street; No. 1126 Kentucky Street; No. 180 Stockton Street; No. 813 Point Lobos Avenue; corner of Ritch and Harrison Streets. Seventy-five thousand volumes — ten thousand in reference-room, including complete sets of the most important of the learned societies of Europe; also, complete sets of periodical literature; two hundred and fifty newspapers, and all periodicals in reading-room. Open daily from 9 A.M. to 9 P.M.

San Francisco Law Library Association.—Rooms, New City Hall; organized 1865; thirty-five thousand volumes.

Odd Fellows' Library Association (Odd Fellows' Building).—Contains over forty thousand volumes; extensive collection of works on early history of the Pacific Coast, and a fine cabinet of minerals.

Knights of Pythias' Library (No. 909 Market Street).—Over five thousand volumes.

Mariners' Free Reading-Room (Sacramento and Drumm Streets).—Maintained by voluntary contribution; open daily.

Masonic Library (Masonic Temple, Post and Montgomery Streets).—Devoted to Masonic subjects; very complete.

La Ligue Nationale Francaise (No. 305 Larkin Street).—Organized in August, 1871; commonly called the "French Library"; sixteen thousand volumes; many choice volumes of French history. Literary and social in character; monthly meetings; open daily.

BATHS

San Francisco is notably well supplied with baths. First on the list are the famous **Sutro Baths,** located at the Cliff House, facts and figures concerning which may be found in the description of Sutro Heights.

The Lick Free Public Baths were provided by the philanthropy of the pioneer whose name they bear. They are located on Tenth Street, near Howard, in a handsome brick and stone building.

The Lurline Salt Water Baths, at Bush and Larkin Streets, were completed about three years ago, and are thoroughly well equipped. Salt water is supplied directly from the ocean by a pumping-station on the beach near the Cliff House. This station also supplies the Olympic and the Y. M. C. A. swimming tanks with all the salt water they require.

Other baths: The Palace, Filbert Street, west of Powell; the Crystal, Bay Street, between Powell and Mason; Harbor View, Baker and Jefferson Streets; the Hammam, Grant Avenue, near Market; Turkish Baths, Sutter Street, near Stockton. There are also baths attached to all the gymnasiums and athletic club houses.

SCHOOLS AND COLLEGES

Free Public Schools.— Of these there are seventy-five separate schools, employing nine hundred and five teachers. Native-born children number 88,706; foreign-born, 3,320; negro children, 294; Mongolian, 1,115. The appropriation for the support of schools, including teachers' salaries, is usually one million dollars. Graduates from the High School are admitted to the University of California without examination. Five evening schools are included in the free-school system, and are well attended.

The handsomest building owned by the department is the Girls' High School, on Scott, Geary, and O'Farrell Streets. It was completed in 1892, has accommodations for five hundred pupils, and represents an outlay of $120,000.

The Boys' High School is on the north side of Sutter Street, between Gough and Octavia. It is a three-story frame building, costing, with the additions made in 1888 and 1892, about $47,000. It has accommodations for five hundred boys. Girls who wish to take the course of study prescribed are admitted to this school.

The Commercial High School adjoins the new Trades School, on Bush and Stockton Streets. The Trades School is a neat three-story brick building, devoted to the purposes which its name implies. It was finished in 1895, and cost about $40,000, equipped for service.

The principal grammar school is on Fifth Street, near Market — Lincoln School. In front of it is a fine statue of the martyred President. The building was erected in 1865, partially destroyed by fire in 1871, and rebuilt immediately. The original building cost $94,000, and the rebuilding $26,700.

The Affiliated Colleges.— The Colleges of Law, Medicine, Dentistry, and Chemistry, belonging to the University of California, have been located in various buildings in San Francisco. These colleges are soon to be grouped in splendid buildings erected for the purpose on the beautiful site recently deeded by Adolph Sutro to the Regents of the State University. This generous gift comprises half the original plat set aside for Mr. Sutro's library building, and consists of nearly fourteen acres. The location, near one of the grandest entrances to Golden Gate Park, is an ideal one from every point of view. On high ground, commanding a charming outlook in every direction, it is yet sheltered by wooded hills from too fresh ocean breezes, and has the balmy airs and warm sunshine of the foothills of the Coast Range. Then the value of the location is doubled and trebled by close proximity to Mr. Sutro's great library, a benefit to students which it is hardly possible to estimate.

The corner-stone of the Affiliated Colleges was laid, Saturday, March 27, 1897, with impressive ceremonies, by the Grand Lodge of Masons of the State of California, the Board of Regents and the faculties of the different colleges of the University participating. The Rt. Rev. Wm. F. Nichols, Bishop of the Episcopal Church, invoked a blessing; addresses were delivered by Martin Kellogg, President of the University, ex-Mayor Sutro, Mayor Phelan, and Regent Arthur Rogers, by whom it was finely said, "The completest professional university on this continent is started on its career." The articles placed in the box under the corner-stone all pertain to the University and its history, with the exception of the constitution and proceedings of the Grand Lodge of Masons and the daily papers. The buildings will cost $250,000, this being the amount appropriated by the Legislature. The architect's drawings show an imposing group of structures, satisfying to the pride and patriotism of San Francisco and of the State which has made such generous provision for education, nobly supplemented by the gifts of her philanthropists.

The Golden Gate Kindergarten Association was organized in October, 1879; founders, Bible class of Mrs. Sarah B. Cooper. Object: The establishment and support of free kindergartens in San Francisco and of a free Normal Training School for teachers. Up to 1893, 20,116 children under six years of age had been trained in these schools. Seventy representative woman compose the board, with advisory board consisting of thirty prominent men of the city and vicinity, including the presidents of the University of California and Stanford University, with distinguished professors of these and other schools. Three hundred and fifty thousand dollars, including endowments, have been given by San Francisco citizens for its support. In addition to this, Mrs. Jane L. Stanford has endowed five memorial kindergartens with $100,000. Mothers' meetings are organized in connection, to bring cheer and assistance into the home life of children. **The Golden Gate Froebel Association,** composed of teachers and graduates, is active and successful, as teachers from this training school are in demand in all parts of the country. This grand and far-reaching work is the noblest monument to the memory of Mrs. Sarah B. Cooper.

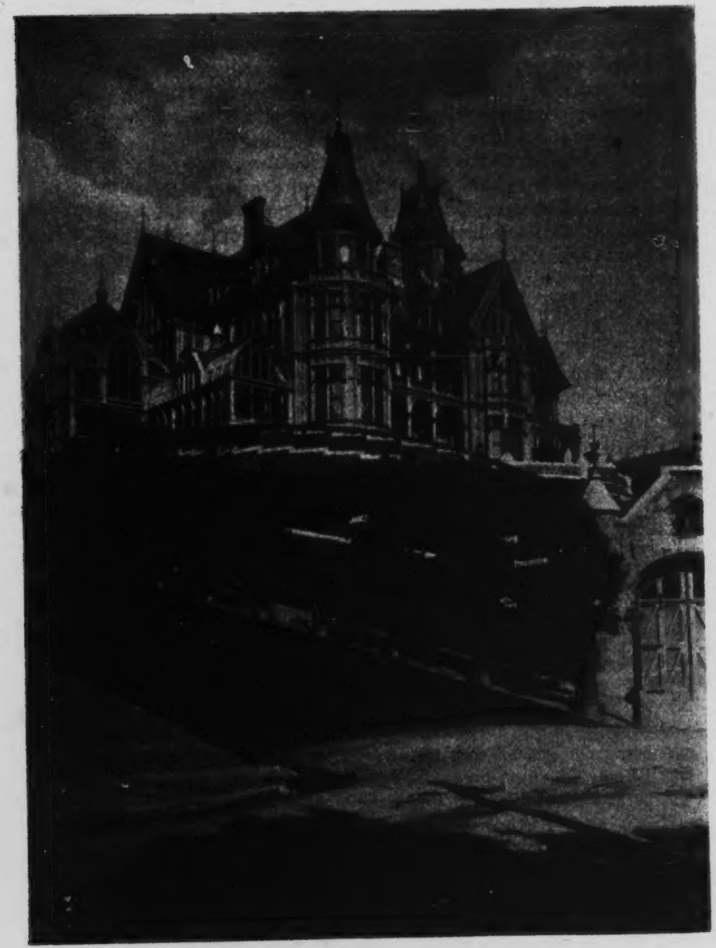
The California School of Mechanical Arts was built and endowed in accordance with the trust deed and bequests of the late James Lick. The philanthropist set aside $540,000 for this purpose. There are two buildings in Spanish style of architecture, constructed of brick, with slate roofs. They occupy grounds included in a block of land in the Potrero, bounded by Sixteenth, Utah, El Dorado, and Nebraska Streets. The outlay for site, building, and equipment was $115,000, leaving $425,000 as a fund for the permanent support of the school. The academic building is three stories in height. The first floor contains a handsomely fitted cooking-room, a clay-modeling room, a chemical laboratory, and the boys' and girls' rooms. The academic course of instruction, as prepared by the trustees, includes the study of English, mathematics, science, history, and government. The industrial course for boys includes carpentry and wood-turning, iron-fitting, free-hand and mechanical drawing, and modeling. For girls there is instruction in sewing, drawing, modeling, and carpentry. The complete course is four years; and at the beginning of the second term of the third year each student must select one technical course, and must devote to that course exclusively at least one-half of the time remaining of the third year and the entire time of the fourth year. These technical courses include carpentry, pattern-making, forging, molding, machine drawing, architectural drawing, technical design modeling, wood-carving, cooking, dressmaking, and millinery.

Cogswell Polytechnic College (Folsom and Twenty-sixth Streets). — Endowed by Henry D. Cogswell. Quite complete in its equipment.

San Francisco is the banner kindergarten city in the Union, owing to the generosity and noble personal efforts of its representative women. A number of private business colleges and special schools include instruction in manual training and a practical knowledge of electricity and its uses. There are many private schools of excellent repute for girls and children, and several academies and seminaries of national reputation in suburban towns, as beautiful Mills College and Belmont School. There is no prejudice in California against women principals, and the wages of women and men are more nearly equal than in Eastern cities.

SCIENTIFIC, ARTISTIC, AND OTHER INSTITUTIONS

California Academy of Sciences.— Organized in April, 1853; occupies its own building, No. 819 Market Street; David Starr Jordan, President. A most extensive collection of minerals, relics, curios, and antiquities. Scientific explorations and investigations continually in progress, and bulletins published concerning the same. Comprehensive library of reference on all scientific subjects. Headquarters for scientists on the Pacific Coast. In constant correspondence with scientific societies of Europe, as well as those of our own country. Museum open from 9 A.M. to 5 P.M., Sundays and holidays excepted.



HOPKINS ART ASSOCIATION.

San Francisco Art Association (Mark Hopkins Institute of Art).—The San Francisco Art association was organized in March, 1872. In 1892, Mr. Edward F. Searles, of Methuem, Mass., appreciating the efforts made to maintain an art school in San Francisco, and generously desiring to endow the city and State with an institution bearing the Hopkins name, declared his intention to donate the Hopkins residence to the Regents of the University of California, for the purpose of "instruction in and illustration of the fine arts, music, and literature." This was done by deed of trust to the regents, February 27, 1893. By an agreement entered into between Mr. Searles, the Regents, and the Art Association, on the same date, the Art Association, under the provisions of the Political Code, became an affiliated college of the University of California, and entered into possession of the property jointly with the Regents.

The Institute was intended to be the family residence of the gentleman whose name it bears as a home of art, the late Mark Hopkins. The lot is two hundred and six by two hundred and seventy-five feet, on Mason Street from Pine to California. The house was intended to conform to the lines of the domestic type of English Gothic revival, and was the first radical departure in California from the Italian Renaissance, so much in vogue up to the time of its construction. The main entrance is on the California-street side, and is covered with a porch having a fine granite floor, decorated with an incised design. The principal entrance, or vestibule, leading to the main hall is square and vaulted, finished in oak, and enriched with color and gold. The great hall is now used as the principal picture-gallery. It is lighted by a skylight, and is twenty-five by sixty feet, extending to the roof, and has a gallery surrounding it at the second floor, running back eight feet from a paneled and arcaded screen. The floor is an inlaid geometric pattern of hardwood, and the walls are finished to the ceiling almost entirely in oak, inlaid with ebony, yamana, and other woods, elaborately carved in detail. At the short sides are double arcades, screening the grand stairway on one side and the elevator shaft on the other. The two long sides of the first story are nearly all clear wall space, suitable for the hanging of pictures, and, with the arcades, support the front line of gallery, or corridor, of the second floor. Above this are screen walls, paneled and pierced with arched openings into small overhanging balconies. The walls and ceilings were designed and in great part decorated by French artists (who came over for the purpose), and are copied in many instances from the interior of the "Little Trianon." The principal rooms of the ground and second floors open directly into the hall or the corridor surrounding it on the second floor, giving, with the main stairway, which has a landing opening into a large octagonal conservatory, a fine perspective from all points. It is this arrangement of surrounding apartments *en suite* of the principal floor that makes the structure so suitable for the purpose intended by its generous donor. Under the conservatory is the carriage-porch, with entrances leading to both the main floor and the halls beneath. The elevator runs from the basement to the top of the tower, where one may gain a comprehensive view of the city and suburbs. The apartments are all handsome in fashion and decoration, and are worthy of inspection.

The Art Association holds semi-annual exhibitions, which are notable events, and maintains the School of Design, for instruction in drawing, painting, modeling, etc. The classes of the school are on the top floor. The fine coach-house and stables have been converted into modeling apartments, where sculpture is taught.

The Art Students' League is an offshoot of the Art Association, and was established a number of years ago. The studio on Montgomery Street has steadily grown in reputation and success. Its classes work on freer lines and with less regard for established rules than those of the Art Association, and some clever original work has been the result.

Art Studios.—Artists are proverbially modest folk, and the majority of tourists, and many citizens, come and go in San Francisco knowing little of the treasures of art that are hidden away in this quaint city of surprises. In pleasant parlors on Pine Street, near Kearny, is the studio of William Keith, whose fame as a landscape painter is known wherever art is loved and studied. Saturdays, after mid-day, are Mr. Keith's reception hours; but those who are unable to call at that time are generously welcomed at other times. Here are the grand California Oaks in their deep, living green; here are views of Shasta, the white mountain monarch, so true you fairly shiver with the chill of snow and ice, and drop your eyes with gladness to the green, flowery vale at his feet; here is a canvas where the yellow light of autumn is warm on the changing verdure, and you fairly catch the odor of ripening leaves in the brooding atmosphere; here is an inspiration from the Berkeley hills—the creeping shadows and the clouds of gray mist about old Grizzly's Peak are perfect for color and full of movement; here are sunsets too gorgeous for nature, one would say, except one had seen the sun bid California good-night as he slips into the western waters and the under-world; and, glory of all, here are the great, solemn Redwoods. Mr. Keith has just taken from his easel a large canvas, done for the Bohemian Club—a glimpse of the redwood forest at Cazadero, the particular spot where the club holds its midsummer "High Jinks." Mr. Keith excels in skies, trees, verdure—the creation of an atmosphere that gives you Nature's mood, with no need for label. He has many canvases in his studio, framed and unframed, that the appreciative visitor delights to study.

Bar Association of San Francisco (No. 530 California Street, between Kearny and Montgomery).—The association was organized on April 20, 1872, and its founders included men eminent in their profession. Among the signers of the original constitution and by-laws, were Hall McAllister, J. B. Felton, Selden S. Wright, John F. Swift, Delos Lake, Jackson Temple, Reuben H. Lloyd, Thomas I. Bergin, S. M. Wilson, J. T. Boyd, John G. McCullough, Joseph P. Hoge, E. B. Mastick, and W. H. L. Barnes.

The association is established to maintain the honor and dignity of the profession of the law, to increase its usefulness in promoting the due administration of justice, to cultivate social intercourse among its members, and to procure and maintain a library for their use. Any attorney and counselor of the Supreme Court of this State, of good standing, may become a member of this association by election, upon paying the admission fee and subscribing to the constitution.

The library contains all the reports of the courts of last resort of the different States and Territories, as well as the English reports and text-books. The quarters of the association are comfortably fitted, conveniently close to the business center of the city, and are well patronized.

Astronomical Society of the Pacific.—This society, which is largely intended for amateur students of astronomy, was founded in 1888. It has rooms in the Academy of Sciences Building, on Market Street. There are at present four hundred and thirty-three members, including sixty life members. Monthly meetings are held, and papers are read by professional and amateur astronomers. Parties are organized from time to time, and very interesting trips are made to Mount Hamilton. The nucleus of an astronomical library has been formed, and the society issues monthly a very creditable bulletin, of much more comprehensive proportions than the word indicates.

The Technical Society of the Pacific Coast.—This society is intended for professional men, and its membership consists of civil, mechanical, mining, and electric engineers, naval architects, architects, surveyors, and chemists. It has a membership of two hundred and twenty-five, and was founded in April, 1884. A good science library, covering the professional studies of its members, is in process of formation. The object of the society are: The professional improvement of its members, the encouragement of social intercourse among men of practical science, the advancement of the technical professions, and the establishment of a central point of reference and union for its members. Its headquarters are in the Academy of Sciences Building, No. 819 Market Street.

Geographical Society of California.—This society was incorporated in December, 1891, and has headquarters in the Academy of Sciences Building, No. 819 Market Street. The dissemination of geographical knowledge is the chief aim of this society; lectures are given monthly and bi-monthly, either by native or foreign travelers, or by qualified scientists. Aid is given, when the society has sufficient funds in hand, to exploring expeditions on this coast or elsewhere. The society receives information from naval officers with regard to points of geographical interest, changes of currents, climatic variations, or other phenomena, and keeps a record of them for consultation. A library of books of travel and other kindred subjects, together with maps, is rapidly being accumulated. Bulletins are published for home distribution and interchange with scientific societies throughout the world. *Conversaziones* take place at stated periods, at which members of the society have the privilege of introducing their friends.

Geographical Society of the Pacific.—Organized in 1881; location, San Francisco Stock Exchange Building, No. 331 Pine Street. Object: Pursuit of knowledge and the collecting of books, maps, charts, etc., especially for the coast and islands of the Pacific.

California State Mining Bureau.—Organized in 1860; location, Pioneer Building, Fourth Street. A rare collection of mineral specimens and many curios in the museum; library in connection. Open daily, Sundays excepted, from 10 A.M. to 5 P.M., free to the public.

California Historical Society.—Incorporated in 1852; maintained by private citizens, who comprise the association; has an extensive collection of historical works. Rooms, No. 819 Market Street

Territorial Pioneers of California.—Incorporated in 1874. Object: Collection and preservation of all pioneer information; all white men who were in the state prior to January, 1850, and their descendants are eligible to membership. Office, No. 608 Spreckels Building.

Society of California Pioneers.—This society is composed of pioneer settlers who arrived in California prior to January, 1850. It was organized in August, 1850, and has for its objects the collection and preservation of information relating to the early settlement of this State, the preservation of records relating to those times, and the caring for those of the Argonauts whose lot has not fallen in pleasant places since the days of 49. The society occupies its own handsome building on Fourth Street, between Market and Mission. It was provided for in the will of James Lick, and cost $100,000. In the building, which has fine club-rooms and a large lecture hall, there is a valuable library and a large and rare collection of mementos of the early days in this State.

Native Sons of the Golden West.—This organization had its origin in the Fourth of July celebration of 1875. A number of young men met for the purpose of participating in the public parade on that occasion, and decided to organize what has since been known as the order of the Native Sons of the Golden West. At that time there were but two hundred and ninety-five names of persons of California birth on the register of voters for the city and county of San Francisco. July 11th, a constitution and by-laws were adopted, regular officers were elected, and the order entered the ranks of the patriotic, fraternal, and benevolent societies of the State. The membership of the order is confined to males over sixteen years of age who were born in California or west of the Sierra Nevada mountains after the 7th of July, 1846, being the day upon which Commodore Sloat raised the American flag at Monterey. The first Grand Parlor met on November 30, 1878. This body is composed of Past Grand Presidents. There are twenty-one lodges in this city, with an aggregate membership of one thousand and seventy-five, and one hundred and ninety-four lodges in the State, with a total membership of nine thousand eight hundred. The headquarters of the society are in their very handsome new building, on Mason Street, between Geary and Post. Mission Parlor of the Native Sons has its own building on Seventeenth Street, west of Valencia.

Native Daughters of the Golden West.—Nine parlors in San Francisco.

Grand Army of the Republic.—California and Nevada. Organized in 1867; seven posts. **Woman's Relief Corps.**—Three divisions; seventy-five members.

San Francisco Microscopical Society.—Organized in 1872, for the promotion of microscopical science in all its branches. Active members, seventy-five. Office, No. 1817½ Pine Street.

Other societies: California Electrical Society, No. 408 California Street; California Entomological Society, Rooms 1–3, eighth floor, Mills Building; Institute of Public Accountants, No. 419 California Street; State Pharmaceutical Society, No. 113 Fulton Street; State Dental Association, address 1001 Valencia Street; Homeopathic Medical Society; Coast and Geodetic Survey, U. S. Appraiser's Building; Chautauqua Assembly—annual meetings, Pacific Grove, Rev. Thos. Filben, D. D., San Francisco, Secretary; Golden State Amateur Press Association, Secretary's office, 1249 Franklin Street; Medical Society of the State of California, W. W. Kerr, San Francisco, Secretary; Pacific Coast Jersey Cattle Club, Secretary's office, 14 Sansome Street; Polyphatic Medical and Surgical Association, 1531 Sutter Street; San Francisco County Medical Society, 32 O'Farrell Street; County Society Physicians and Surgeons, 1422 Folsom Street; State Board of Horticulture, Mills Building; Stomatological Dental Club, 235 Post Street; Xavier Literary Club, Alcazar Building; College of Pharmacy (incorporated in 1872, affiliated with State University in 1873), 113 Fulton Street; College of Dentistry of the University of California, Donohoe Building, Market and Taylor Streets; Cooper Medical College, Sacramento and Webster Streets; Hahnemann Hospital College, 115 Haight Street; Medical Department, University of California, office 305 Kearny Street; San Francisco Polyclinic, post-graduate Medical Department of the University of California, 410 Ellis Street.

BENEVOLENT AND BENEFIT ASSOCIATIONS—HOMES AND ASYLUMS—HOSPITALS—SECRET SOCIETIES—MILITARY SOCIETIES

San Francisco is well to the front in the matter of beneficiary associations. All nationalities have church, secret, and aid societies, and the city, as a whole, has this relief work splendidly organized. Literally, San Francisco has no paupers, and no persons are left in need, if their wants are made known. So many in number are these institutions, only a few of the oldest and best-known can be mentioned:—

Associated Charities—Organized in March, 1888; helps persons to help themselves; central office, No. 425 Pine Street. **British Benevolent Society**—Incorporated in 1865; has disbursed for relief $71,950, and procured work for 10,500 persons; rooms, No. 604 Merchant Street. **California Prison Commission**—Organized in 1865; objects, to improve prisons, prison discipline, and to aid released prisoners; Secretary's office, No. 1713 Stevenson Street. **California Society for the Prevention of Cruelty to Children**—Incorporated in 1865; rooms 95–96, Donohoe Building, 1170 Market Street. **Free Dispensary Clinic**—Organized by the University of California (medical department); poor treated free; No. 155 New Montgomery Street. **German Benevolent Society**—Established in 1854; membership 3,035; has expended $343,000; owns and controls the German Hospital, a large and modern institution; office, No. 320 Geary Street; open daily from 8 A.M to 5 P.M.

Board of Relief, B'nai B'rith—Meets at hall, No. 121 Eddy Street, first and third Sundays of each month. **Woman's Exchange**—Post Street, near Kearny; fine refreshment-rooms; orders filled for choice prepared foods; fancy articles sold, and orders taken for all kinds of sewing; very quietly the Exchange has done, and is doing, a great amount of good work. **Boys' Clubs.**—There are a number of Boys' Clubs, well managed, where needy boys are given aid and practical instruction, and employment found for them.

HOMES AND ASYLUMS

A few of the many are mentioned, as follows: **Lick Old Ladies' Home**—University Street, between Felton and Wayland; business office, No. 220 Sansome Street; James Lick, the philanthropist, its founder. **Protestant Episcopal Old Ladies' Home**—Golden Gate Avenue, near Masonic Avenue; board of managers, women. **Crocker Old People's Home**—Pierce and Pine Streets; supported by contributions and bequests. **Boys and Girls' Aid Society**—Baker and Grove Streets; for the rescue of homeless, neglected, and abused children; reading-rooms, library, employment bureau. **Roman Catholic Orphan Asylum**—Bay View, South San Francisco; commodious building, and fifty acres of ground; accommodates nearly a thousand children. **Pacific Hebrew Orphan Asylum and Home**—Devisadero Street, between Hayes and Grove; Secretary's office, No. 105 Stockton Street. **Protestant Orphan Asylum**—Haight and Buchanan Streets; board of managers mainly women; has had State aid. **Maria Kip Orphanage**—Present location, No. 638 Folsom Street; handsome new building and grounds soon to be occupied, in the Richmond district; board of managers, women; has excellent reputation for efficient work. **California Girls' Training Home**—Natoma Street, near New Montgomery; permanently located; occupies three floors; home for needy girls, where they are trained in practical industries and cared for until other homes open to them.

HOSPITALS

California Woman's Hospital—No. 3118 Sacramento Street; both pay and free patients admitted, according to circumstances; officers and managers, both men and women. **French Hospital**—Extensive new buildings on Point Lobos Avenue, north of Golden Gate Park; Secretary's office, No. 318 Post Street. **German Hospital**—Occupies the block bounded by Noe, Castro, Ridley, and Fourteenth Streets; built after the most improved plans of hospital architecture; accommodates three hundred patients. **St. Luke's Hospital**—Valencia Street, between Twenty-seventh and Twenty-eighth; private hospital, controlled by the Episcopal Church, but open to all creeds and nationalities; nurses are graduated. St.

Mary's Hospital—Bryant and First Streets; conducted by the Sisters of Mercy, but not exclusive. **Lane Hospital**—Clay and Webster Streets; substantial brick building; all equipment modern; charges reasonable. **Hospital for Children and Training School for Nurses**—No. 3700 California Street; dispensary, No. 1109 Mission Street. **"Little Jim" Hospital**—Branch of Children's Hospital; Sacramento Street, near Maple. **City and County Hospital**—Potrero Avenue, near Twenty-second Street. **St. Mark's Hospital and Home for the Inebriate**—Stockton and Chestnut Streets; large, comfortable home; treatment given. **King's Daughters' Home for Incurables**—Francisco Street, near Powell. **Receiving Hospital**—City Hall; in charge of police surgeons. **Quarantine Hospital**—Angel Island. **City and County Home for the Poor**—Ocean House Road, four miles from City Hall.

SECRET SOCIETIES

The more important of these are: **Free and Accepted Masons**—In April, 1850, four lodges met in Sacramento to establish a Grand Lodge for the State; in 1865, the first annual communication was held in San Francisco; two hundred and sixty subordinate lodges in the State, sixteen in San Francisco; Temple, on Post and Montgomery Streets, built in 1861, remodeled in 1894; offices of the Grand Secretary located in the Temple; also, Grand Commandery, K. T., California Commandery, Grand Chapter Royal Arch Masons, Grand Consistory, Grand Council of Select Masters, etc.; Building of Golden Gate Commandery, K. T., on Sutter Street, near Taylor; Masonic beneficiary associations, several in number; library (mentioned elsewhere). **Independent Order of Odd Fellows**—Location, Odd Fellows' Hall, a beautiful building on Market and Seventh Streets; thirty-one subordinate lodges in the city; encampments, six; social and literary club; Odd Fellows' Hall Association in connection. **Ancient Order United Workmen**—Grand Lodge of California organized in 1877; San Francisco headquarters, Flood Building, corner Market and Fourth Streets; twenty-seven lodges in San Francisco. **Knights of Pythias**—Castle, No. 909 Market Street; one hundred and seventy-five lodges in the State, twenty-five in San Francisco. **Ancient Order of Foresters**—Courts, No. 102 O'Farrell Street; one hundred and thirty-five courts in the State, with fifty women's branches. **Improved Order of Red Men**—Hall, No. 320 Post Street. **The National Union**—No. 120 O'Farrell Street. **Benevolent and Protective Order of Elks**—No. 114 O'Farrell Street. **Independent Order of B'nai B'rith**—Grand Lodge No. 4; Secretary's Office, No. 1818 Post Street; has an attractive building, No. 121 Eddy Street, within which are a library, dancing and banquet halls, and lodge-rooms. **Sons of the American Revolution** and **Daughters of the**

American Revolution. Besides the above are many other organizations quite as important.

MILITARY SOCIETIES

National Guard of California—Second Brigade in San Francisco; headquarters, No. 420 Bush Street; First Regiment Infantry—armory, Page and Gough Streets; Signal Corps—armory, No. 815 Ellis Street; Troop A Cavalry—armory, No. 223 Geary Street; Naval Battalion (four divisions)—headquarters, No. 22½ East Street.

Independent Companies.—Austrian Military, No. 35 Eddy Street; Eintracht Rifle Section, Twelfth Street, near Howard; French Zouaves, No. 810 Pacific Street; Independent Rifles, No. 814 Geary Street; Italian Sharpshooters, Union and Stockton Streets; Juarez Guard, No. 810 Pacific Street; League of the Cross Cadets, No. 14 McAllister Street,—ten companies; Lafayette Guard, No. 730 Montgomery Street; Schuetzen Verein, No. 620 Bush Street; Swiss Sharpshooters, No. 808 Pacific Street; Veteran National Guard of California, No. 620 Bush Street.

FEDERAL BUILDINGS

United States Mint.—This is a handsome building, on the corner of Fifth and Mission Streets. It was completed and occupied in 1874, though coining had been done in San Francisco since 1854. The building is of Oregon freestone, with basement walls of gray granite. It is two stories, with a finished basement, is classic in style, and has an ample open portico carried on six fluted columns. The architecture is Doric. The building is open to visitors daily, except Sundays, from 9 to 11:30 A.M. An hour can be spent pleasantly in witnessing the process of coining, from the gold bar to the finished pieces of money. Guides conduct the visitor from room to room, in the order of the work's progress, giving descriptions and answering questions. In the main reception hall is a case containing a remarkable collection of old and rare coins.

Appraiser's Building.—This is a four-story, solidly constructed brick building, fronting on Sansome Street, and extending from Washington to Jackson. It was built in 1873–74, and is fire-proof. On the ground floor are the offices of the Appraiser, Internal Revenue Collector, Marine Hospital, Special Agent Treasury Department, Secret Service Department, Navy Pay Office, Steamboat and Boiler Inspectors. In the second story are the offices of the Appraiser, the Coast and Geodetic Survey, and the Superintendent of the Life Saving Service. The third floor is occupied by the rooms of the Circuit Court, District Court, and the offices of the United States Marshal, Judges, Attorneys, and their assistants. On the fourth floor are the headquarters of the Board of the United States Surgeons, and the Pension Department; also the rooms of the Grand Jury, Petit Jury, and United States Postal Inspector.

United States Sub-Treasury.—This building is located at No. 610 Commercial Street, west of Montgomery. It is four stories, built of brick, and similar in construction to the Appraiser's Building. On the ground floor is the Sub-Treasury Office. The other floors are occupied by the offices of the Surveyor-General, and the United States Land Office. The building was completed in 1877.

Custom House.—The second and third floors of the Post Office Building, on Battery and Washington Streets, are the Customs headquarters. In this building are the offices of the Collector of the Port, Surveyor of the Port, Superintendent of Railway Mail Service, United States Weigher, etc.

Post Office.—A large, low, old-time brick and plaster structure, bounded by Washington, Battery, and Jackson Streets; main entrance on Washington Street. Branch offices: Station A, No. 1309 Polk Street; Station B, No. 14 City Hall Avenue; Station C, Mission and Twentieth Streets; Station D, Ferry Landing, foot of Market Street; Station E, Third and Townsend Streets; Station F, Post and Devisadero Streets; Station G, Market and Seventeenth Streets; Station H, Laguna Street and Ivy Avenue; Station J, Stockton and Union Streets; Station K, New Montgomery and Jessie Streets (Palace Hotel).

The site for a new building, on Mission and Seventh Streets, was purchased some five years ago; plans are drawn, and its erection must soon be accomplished. Street railway mail cars run upon all the principal lines in the city, and into the farthest suburban districts, greatly facilitating distribution.

General delivery open from 7.30 A.M. to 11 P.M.; on Sundays from 1 to 2 P.M. Stamp division open from 8 A.M. to 5 P.M. Registry division open from 8 A.M. to 6 P.M. Money order division open from 8 A.M. to 6 P.M. Mail matter for registration must be delivered one hour before time of closing. The entire system in the city and throughout the district is in admirable working order, promptness and efficiency being the governing rules.

Other Federal buildings: Barracks, etc., Presidio Reservation; United States Marine Hospital, Presidio Reservation, near Mountain Lake; Life Saving Stations, Ocean Beach, south of Cliff House, and Baker's Beach, west of Fort Point.

MUNICIPAL BUILDINGS

City Hall.— Located on three streets— Larkin and McAllister Streets and Park Avenue,— covering an area of six and three-quarters acres. It contains the offices of the Mayor, Board of Supervisors, Treasurer, Auditor, Assessor, Tax Collector, County Clerk, and other municipal officers; the rooms of the Superior Courts; the Police and Justices' Courts; Police Headquarters; the rooms of the Board of Education and Board of Health; the Free Public Library and Law Library; Receiving Hospital, etc. The building was commenced in 1870, and the cost of it completed will approximate six million dollars. Its site is a portion of the old Yerba Buena Cemetery. The frontage on Park Avenue, parallel with Market Street, is eight hundred feet; on the Larkin-street side, five hundred and fifty feet; on the McAllister-street side, six hundred and fifty feet. It has a solid rock foundation, covered with six feet of concrete. The Hall of Records, absolutely fire-proof, occupies the northeast corner of the plot. The group is imposing, architecturally; interiorly, it is disappointing.

Criminal Courts Building.—Work is in progress on the new Criminal Courts Building, which will occupy the site of the old City Hall, on Kearny Street, opposite Portsmouth Square.

County Jail.— Broadway, near Kearny Street.

The Morgue is situated on Dunbar Alley, near Clay Street. Fire Alarm and Police Telegraph, 9 Brenham Place.

NEWSPAPERS AND OTHER PUBLICATIONS

San Francisco is in the fore-front of cities of the United States in the number and excellence of its newspapers and periodicals. These are two hundred and forty-two in number, as listed in the directory, and cover every field of human interest and industry. And what is said of the quality of San Francisco papers applies to journalism throughout the State. California leads many of the older States in the superiority of even its country newspapers. The principal morning dailies in San Francisco published in English are:—

Dailies.— *The Chronicle*, daily, Sunday, and weekly; M. H. de Young, editor and proprietor; established in 1865; office, the *Chronicle* Building, at intersection of Geary, Kearny, and Market Streets. *The Examiner*, daily, Sunday, and weekly; W. R. Hearst proprietor; established in 1865; editorial, composing, and press-rooms, Nos. 645–647 Mission Street; (fine new building in process

CITY HALL.

MINT.

of erection, Third and Market Streets). *The Call*, daily, Sunday, and weekly; established in 1856; Charles M. Shortridge, manager and editor; editorial rooms, No. 517 Clay Street; business office, No. 710 Market Street; will remove to the Spreckels Building, on Market and Third Streets, the finest steel structure in the city.

The evening papers are: *The Bulletin*, daily and weekly; R. A. Carothers, publisher; editorial rooms, No. 413 Bush Street; established in 1856. *The Evening Post*, daily and weekly; office and editorial rooms, Kearny and Bush Streets. *The Daily Report*, daily and special Saturday; Daily Report Publishing Company, No. 730 Market Street; editorial rooms, No. 320 Sansome Street.

Weeklies.— The principal weekly papers are: *The Argonaut;* established in 1877; publication office, No. 246 Sutter Street. *The News-Letter;* established in 1856; publication office, Geary and Kearny Streets. *The Wave;* finely illustrated; office, Crocker Building, Market and Montgomery Streets. *The Wasp;* the only paper on the coast and the first one in the United States to print colored cartoons; office, No. 513 Market Street. *Town Talk;* office, No. 20 Ellis Street. *Mining and Scientific Press;* office, No. 220 Market Street. *Breeder and Sportsman;* authority on turf matters; office, No. 313 Bush Street.

Other weeklies (class, society, church, professional, industrial, sporting, etc.) are upwards of fifty in number.

Monthlies.— *The Overland Monthly*, Bret Harte's old magazine; *The Lark*, the most unique thing of the decade in "freak literature," (bound volumes and back numbers at No. 631 Market Street); *The Traveler* (its character indicated by its name); and many others devoted to business and class interests.

The principal churches all have their periodicals, which are most creditable from both a literary and a religious point of view. The most interesting sketches from foreign lands are often found in these journals, among missionary information. A number of church societies also support high-class periodicals for young people.

Our Jewish population have *The Hebrew*, the *Jewish Progress*, *Emanu-El*, and two other weeklies, all well maintained.

The Bicyclers have two publications (weekly), the Philatelists two, the Theosophists one (monthly), and there are several Electrical journals.

Foreign-born citizens are well represented. The Germans have the *California Demokrat*, daily and weekly; *San Francisco Tageblatt*, daily; *Abend Post*, daily and weekly; *Staats Zeitung*, weekly; *Volksfreund*, weekly; *Vereins Zeitung*, weekly. Italian — *L'Italia*, daily; *La Voce del Popolo*, daily; two weeklies and one monthly. French — *Le Franco-Californien*, daily; two weeklies and one monthly review. Spanish—*Diario de California*, daily; two weeklies, one literary monthly, and one export journal. Swiss-Italian—*L' Elvezia*, weekly. Servian—two weeklies; Portuguese—one weekly; Japanese—one weekly; Chinese—two weeklies; Swedish—two weeklies; Scandinavian—one weekly; Slav—one semi-weekly; and a few "scattering." This showing emphasizes the fact of the composite nationality of the city, and of the advance of the foreign population in the arts of civilization.

BUSINESS INSTITUTIONS

Merchants' Association of San Francisco (Headquarters, rooms 7–9, third floor, Mills Building).—This association may well be classed with business institutions, so potent has been its influence in business circles. It was organized in June, 1894, for the purpose of advancing every movement that would aid in the general welfare and prosperity of the city. Its particular objects, in the first instance, were street improvement and civil service reform in municipal government. Its active membership is over one thousand. So strenuous was the association in the matter of street improvement, it contributed the fund necessary to test the superiority of street-sweepers, with brooms and dust-boxes, over the clumsy machines in use. The choice of methods was overwhelmingly in favor of the street-sweepers, with the incidental advantage of giving employment to many needy men. The only objection with the City Fathers was an added expense. This difference the association cheerfully donated for two years—or until the Supervisors were convinced that citizens would bear the extra tax rather than return to the old method. To this association, then, San Francisco owes the distinction of being the cleanest city on the continent. As in London and Paris, the broom is always in motion, and the sweepers are within a stone's throw of each other. The association has aided materially the following measures: The location of the Wilmerding Industrial School site in San Francisco; correspondence with members of Congress favoring the early construction of the Nicaragua Canal; co-operation with the Ship Owners' Association for releasing the port from excessive charges; appointment, at the request of the Mayor, of delegates to the Trans-Mississippi Congress; improvement of rivers by the California River Improvement Convention, and recent ordinances which help to keep the city in excellent sanitary condition.

Banks.—San Francisco has fifty or more banks listed, and a proud record of their stability during recent perilous months. No city of its size makes a better showing. There are items of interest out of the ordinary in connection with some of them. The Nevada

Bank became famous in bonanza years, and by the wheat deal of 1887; the Bank of California attracted world-wide attention, through the energy and enterprise of Wm. C. Ralston, by its unexpected failure, and by its rapid rehabilitation. The Hibernia Savings and Loan Society has the distinction of being the second largest institution of its kind in the United States. It is also distinguished for its well-lighted, admirably arranged, and beautiful building, with frescoed walls and carved wood and onyx bases.

The following are the principal banking institutions of the city, with their location: Bank of California, Sansome and California Streets; Crocker-Woolworth National Bank, Market and Post Streets; Nevada Bank, Pine and Montgomery Streets; Anglo-Californian Bank, Pine and Sansome Streets; London, Paris, and American Bank, Sansome and Sutter Streets; Wells, Fargo & Co.'s Bank, Sansome and Sutter Streets; Sather Banking Company, Sansome and Pine Streets; London and San Francisco Bank, California and Leidesdorff Streets; California Safe Deposit and Trust Company, and Safe Deposit Bank, California and Montgomery Streets; Bank of British Columbia, Sansome and Bush Streets; Bank of British North America, No. 120 Sansome Street; Tallant Banking Company, California and Battery Streets; Grangers' Bank, California and Battery Streets; Donohoe-Kelly Banking Company, Montgomery and Sutter Streets; American Bank and Trust Company, Bush and Montgomery Streets; Columbia Savings and Loan Society, Bush Street, between Montgomery and Sansome; Hong Kong and Shanghai Banking Company, No. 436 California Street; Yokohama Specie Bank, Montgomery and Commercial Streets; Hibernia Savings and Loan Society, McAllister and Jones Streets; San Francisco Savings Union, California and Webb Streets; Savings and Loan Society, Montgomery and Sutter Streets; German Savings and Loan Society, California Street, west of Montgomery; French Savings and Loan Society, California Street, east of Kearny; Humboldt Savings and Loan Society, Geary Street, near Kearny; Mutual Savings Bank, No. 33 Post Street; Security Savings Bank, Mills Building, Montgomery Street; Union Trust and Safe Deposit Company, Montgomery and Market Streets: First National Bank, Pine and Sansome Streets.

Safe-Deposit Companies.— The chief safe-deposit companies are: Bank of Commerce, No. 805 Market Street; California Safe Deposit and Trust Company, California and Montgomery Streets; First National Bank, Bush and Sansome Streets; Union Trust Company, Montgomery and Market Streets.

Markets.— It is a busy scene to look upon in the early morning from the wharves to the market center — Sansome and Washington Streets and thereabout. One is reminded of the gathering in at

Covent Garden. By steamer, long distance and short, from the Sacramento and San Joaquin Valleys, from orchard and garden along these rivers, come the early boats with their varied products; from warm and fertile Napa and Sonoma Valleys; from the Italian gardens in surburban Sunnyside — north, south, and east bring tribute, the variety of which is as bewildering as the quantity. The flower merchants are astir, and garden blooms, and Nature's own, come in by the cart-load — oh, the beauty and fragrance of them! Then, not so pleasantly odorous, but quite as necessary, the Italian fishermen come up from the bay with their supplies of salt-water fish; and the ranchers and dairymen come rattling in with their choice stores. And the loads and loads of fresh meats that come in procession from the suburban south! Altogether, it is well worth the sacrifice of the morning sleep to view this exposition that begins before the stars pale and the mists on the mountains catch the first streak of dawn. Then you will understand how San Francisco, the most isolated of all cities, is yet the best-fed of them all. She has every climate of the productive earth to draw from, not for a few months, but for the whole round year, and foods get no possible taint in the pure, cool atmosphere.

The most extensive of the markets are: **California Market,** from Pine to California Street, between Kearny and Montgomery; **Union Square Market,** on Powell Street, between O'Farrell and Geary, in a new building, well ventilated, clean, and attractive; the new **Spreckels Market,** opening on Market Street, and extending through the block to a like opening on Jessie Street; the wide promenade from street to street is bordered with potted palms and shrubs, giving a touch of the tropical to the tempting display, remarkable for quality and quantity, and infinite in variety; the atmosphere is odorous with fruit, and green plants; meats are laid on marble tables; everything is up to date and complete in detail; open daily, Sundays not excepted.

Other markets of equal excellence, though not so large, are the Grand Central, No. 991 Market Street; the Clay-street Market, No. 514 Clay Street; the Grand Western, Nos. 1310–1318 Polk Street; Bay City, No. 1146 Market Street. No end of smaller places, as complete within scope, serve the people.

Union Iron Works.— The most noted industry on the Pacific Coast is the Union Iron Works, in San Francisco, employing several thousand men. The works are located at the Potrero — city office, No. 222 Market Street. All known appliances and all modern improvements and inventions in machinery are in use, and none but the finest of skilled workmen are employed. The United States ships built by the Union Iron Works have stood the highest test, some of them exceeding the requisite in speed. The cruisers built are: the Charleston, San Francisco, Monterey, and Olympia; the battle-ship Oregon (displacement in tons, 10,200). Merchant marine; Arago, McDowell, Balboa, Premier, Peru, and Pomona. Besides several tugs of the first-class, the Union has built the yachts El Primero, Adeline, Emerald, Romola, Whisper, and has rebuilt the steamships Umatilla, Walla Walla, San Pablo, State of California, and many others. The battle-ship Wisconsin is the latest on the stocks. Two United States gunboats, the Marietta and the Wheeling, were launched March 18, 1897. A battle-ship for Japan is also building. California, in her metropolitan city, bids fair to become as famed for ship-building as she now is for the products of her orchards and vineyards.

Other important industries in this line, are; the Vulcan Iron Works, Architectural Iron Works, Pacific Coast Boiler Works, Bay City Iron Works; the manufacture of wire, firearms, ammunition, asphalt, artificial stone, roofing, etc.

TELEGRAPH AND TELEPHONE COMPANIES

American District Telegraph.—Main office, No. 607 Market Street. Branch offices: No. 228 California Street; Market, Taylor and Golden Gate Avenue; Sutter and Leavenworth Streets; Valencia and Twenty-second Streets; California and Fillmore Streets; Hayes and Larkin Streets.

Pacific Postal Telegraph Cable Company.—Main office, No. 534 Market Street. Branch offices: No. 140 Market Street; No. 321 Davis Street; No. 132 California Street; No. 301 Montgomery Street; No. 1329 Market Street; Palace and Baldwin Hotels.

Western Union Telegraph Company.—General office, Montgomery and Pine Streets. Branch offices: Nos. 200 and 839 Sutter Street; No. 2 Golden Gate Avenue; No. 2403 California Street; California and Front Streets; the Palace, Baldwin, Grand, California, and Occidental Hotels; No. 319 Davis Street; No. 607 Market Street; No. 1052 Valencia Street; Produce Exchange; S. P. Company's Building, Third and Townsend Streets; S. P. Freight Office, Third and Townsend Streets; S. P. Passenger Station, Twenty-fifth and Valencia Streets; Fort Mason and the Presidio.

San Francisco District Telegraph Company.—Main office, No. 206 Kearny Street. Branch offices: No. 301 Montgomery Street; Nos. 140, 534, 912, 1204, 1329 Market Street; No. 200 Sutter Street; No. 5 Golden Gate Avenue; No. 427 Larkin Street; No. 534 Geary Street; No. 132 California Street; No. 1305 Polk Street;

Pacific and Stockton Streets; No. 321 Davis Street; Geary and Leavenworth Streets; the Baldwin Hotel.

Other telegraph companies are: The Arizona Telegraph Company, room 3, Crocker Building; the Gold and Stock Telegraph Company, No. 607 Market Street.

Pacific Telephone and Telegraph Company.—Main office, No. 216 Bush Street. Branch offices: No. 1008 Sutter Street; Pierce and Steiner Streets; No. 464 Jessie Street; No. 2239 Mission Street; No. 201 Front Street; Nos. 102 and 700 Market Street; Butchertown; No. 200 Post Street.

Sunset Telegraph and Telephone Company.— Stations same as the Pacific Company.

People's Mutual Telephone Company.—Nos. 605-606 Spreckels Building.

Pacific Coast Telephone Construction Company, No. 8 Eighth Street.

TRANSPORTATION COMPANIES

New Ferry Building.—All the ferries of San Francisco arrive and depart from slips at and near the foot of Market Street. Inconvenient and poorly constructed buildings, which the city has long since outgrown, have been used by railway corporations and private enterprises. The increasing demand for better accommodations, induced the State of California, which owns the water frontage, to construct a ferry building which should be ample and in keeping with the business of the greatest harbor on the Pacific Coast. For this purpose, in 1896, the State, by appropriation, commenced the construction of what will be the best ferry building in the United States. An expenditure of $350,000 was made for the foundation alone, and $500,000 additional is to be used in the superstructure. The building is one hundred and fifty feet wide by six hundred and fifty feet long; structural iron is used in all parts, and gray sandstone will be the facing. A central tower, two hundred and thirty feet high adorns the building, and will be used for various office purposes. A flagstaff forty-five feet in height surmounts the tower, and on this is the time-ball for the information of the public. This ball was transferred from Telegraph Hill, where it had long done service. The building, well advanced in construction, will be completed in 1898, and will be occupied, in part, next spring. The various ferries, including all the railways, will occupy the building and pay a rental to the State. The State Harbor Commissioners will also be located in the new building. Ample, finely constructed, and well-finished waiting, refreshment, and baggage rooms, will also be provided. When completed San Francisco will have well-nigh perfect facilities for traffic and for the comfort and delight of travelers. The ride across the beautiful bay in any of the large and fine ferries is even now an enjoyment rather than an interval of hindrance, and will be still more of a pleasure-trip under the new conditions.

The ferry-boats on the following lines leave at short intervals: To Oakland, Fruitvale, Alameda, and Berkeley (S. P. Co.); to Sausalito, Mill Valley, San Rafael, and San Quentin (N. P. C. R. R.); to Point Tiburon, San Quentin, and San Rafael (S. F. & N. P. C. Ry.).

STEAM RAILWAYS

The principal railways of North America have offices in San Francisco, where information of traffic and transportation may be intelligently obtained. The Southern Pacific Company's trunk line has its principal offices in this city, and the Santa Fé trains start on their transcontinental journey from this railway center.

The Southern Pacific Company, in its wonderful ramifications, controls three great lines, all starting from San Francisco—the Ogden route (which connects with the Union Pacific, the parent line across the continent), the Sunset route, and the Shasta route. The San Francisco, San Luis Obispo, and Los Angeles line skirts the coast for hundreds of miles towards Santa Barbara. Branches from the trunk line lead into all the valleys of the State and coast, making easy of access localities along six thousand miles of railway operated by this corporation, and all tributary to San Francisco.

The San Francisco and San Joaquin Valley Railway, built from Stockton to Fresno, and now under construction to Bakersfield, connects with San Francisco by a daily line of steamers.

The North Pacific Coast Railroad is operated from Sausalito to Cazadero, eighty-seven miles up the coast.

The San Francisco and North Pacific Coast Railway—from Tiburon to Ukiah, with Sonoma Valley, Guerneville, and Sebastopol branches—traverses one of the most fertile regions of the State.

These are San Francisco's iron arteries of trade and inland commerce, a system excelled by no other metropolis in America, the great agency in the development of the States of the Pacific Coast.

All railways, except the coast division of the Southern Pacific Company, enter the city by the ferries from Oakland, Alameda, Tiburon, and Sausalito—the North Pacific Coast Railroad from the last mentioned; the San Francisco and North Pacific Coast Railway from Tiburon; the Shasta, Ogden, and Sunset Routes *via* the Oakland Pier. The only railway stations in San Francisco are at Third and Townsend Streets, and Valencia and Twenty-sixth Streets, from which trains on the San José, Monterey, and San Luis Obispo lines start.

The general offices of the Southern Pacific Company are at No. 4 Montgomery Street; branch offices, Fourth and Townsend Streets. The general offices of the San Francisco and North Pacific Coast Railway are in the Mutual Life Building, Sansome and California Streets. The North Pacific Coast Railroad has general offices over Wells, Fargo and Company's Bank, Sansome and Market Streets. The San Francisco and San Joaquin Valley Railway's general offices are No. 321 Market Street.

STEAMERS—OCEAN AND COAST LINES

Oceanic Steamship Company (for Australia, New Zealand, Samoan Islands, Fiji, and Hawaii).—Ticket office, No. 114 Montgomery Street.

Pacific Mail Steamship Company (for Mexico and Central and South America).—Offices, No. 425 Market Street.

Occidental and Oriental Steamship Company (for China, Japan, and the East Indies).—Offices with Pacific Mail Steamship Company, No. 425 Market Street.

Pacific Coast Steamship Company (for Los Angeles, San Diego, and all intermediate points, and Mexican ports south, and for ports in California, Oregon, Washington, Alaska, and British Columbia north).—Ticket office, No. 4 New Montgomery Street.

Oregon Railroad and Navigation Company.—Offices, No. 630 Market Street.

Panama Steamship Company.—Office, No. 204 Front Street.

STEAMERS—RIVER LINES

California Navigation and Improvement Company (for Stockton and way landings).—Office, Washington-street Wharf.

California Transportation Company (same route as above).—Office, Jackson-street Wharf.

Sacramento Transportation Company (for Red Bluff, Sacramento, and way landings).—Office, Jackson-street Wharf.

Southern Pacific Company (for Marysville and Sacramento).—Office, Market-street Wharf.

Union Transportation Company (for Stockton and way landings).—Office, Clay-street Wharf.

Daily line of steamers to Napa, Petaluma, and Vallejo.

Express Offices.—The principal express office is Wells, Fargo & Company's, occupying the fine building on New Montgomery Street, near the Grand and Palace Hotels. Of the local express and parcel delivery companies, the principal one is Morton's Special Delivery, with headquarters on Taylor Street, between Geary and O'Farrell, and sub-offices in different parts of town, easily reached by telephone. The Oakland, Alameda, and Berkeley Express has offices on the north side of Market Street, near the ferries. There are many lesser companies with reputation for prompt and satisfactory service.

Stage Companies.—California, Oregon, and Idaho Stage Company, No. 14 Sansome Street; Mount Hamilton Stage Company, and Yosemite Stage Company, No. 613 Market Street.

Hack Stands.—The United Carriage Company has stands at the Palace, Occidental, and Grand Hotels, the Lick House, and the Oakland Ferry. The Pacific Carriage Company's stands are at the Baldwin, California, and St. Nicholas Hotels. City hacks, generally, Kearny Street, opposite the Plaza.

Livery Stables.—Upwards of one hundred and fifty well-appointed and well-managed livery stables serve San Franciscans and their guests. The impression of the man about town, one not acquainted with suburban localities, is that, owing to the hills and the excellent street-car service, there is little driving outside the wagons of business houses, freight wagons, and public conveyances. Yet, if he is up to date in information, he recalls that fine turnouts are a feature of San Francisco's outdoor life. Even horseback riding is an exercise not out of vogue, by any means. There are several riding academies in the city that keep pace with the bicycle schools. Go out to broad, beautiful Van Ness, or any of the comparatively level avenues, where you will find the best of asphalt pavement and a show of fine horses and handsome men and women handling the ribbons that any city might be proud of. Drives out to Golden Gate Park and miles through and around it, and to the Cliff House, and on Ocean Avenue cannot be excelled for scenic beauty as well as for good roads.

General Notes.—San Francisco, in point of population, ranks eighth in the list of large cities of the Union, and third in commercial importance. From latest collected official figures for the year 1896, foreign tonnage rates: Clearances, 1,198,986; entrances, 1,227,625. Customs receipts, $5,488,877; internal, $2,667,946. Total sail tonnage, 2,476,611, employing 1,113 sailing-vessels and 645 steamers. An inspection of the wharves and a view of the shipping and of the harbor with this object in mind should not be omitted by one who desires to gain an understanding of the city's commercial importance. The great ships of the Orient, with their foreign crews and national flags, the loading and unloading of their cargoes, realize to the observer that San Francisco stands at the wide-open door of the Far East, and that her commercial possibilities are as yet scarcely outlined in the horizon of history. There is little variance between exports and imports, both approximating .$40,000,000. Nearly 100,000 cars of freight are forwarded and received by the Southern Pacific and Central Pacific railroad lines, for the year ending July, 1896.

SHOPS AND SHOPPING

While shops in all cities are more or less alike, there are yet distinctive features in San Francisco, and for various reasons. There is a flavor of the Orient and of Mexico which you do not get in the Eastern cities. The Japanese, with his bamboo furniture, carven woods, exquisite table wares, and countless odd knickknacks; the Chinese, with their ebonies and ivories, sandalwood, dragons, idols—everything you can buy in Canton; the Syrian, with his precious stones, enamels, Cleopatra girdles, and quaint bits of jewelry; the Mexican curio-counters, where are displayed the wonderful drawn-work that women rave over, silver filigree ornaments fine as filmy lace, onyx from Puebla, opals from Queretaro, pottery from Guadalajara;—these are the places the souvenir collector and the curio maniac find by instinct, and easily, as they are scattered through the business part of town. Of the Chinese and Japanese, there are a number of elegant shops and stores in combination, wholesale and retail, where one may buy as fine goods as are sold in their own countries. The foreigners are polite, patient, trustworthy, and, as a rule, satisfied with small profits.

The general shops and stores are on a scale with those of the world's centers of business and fashion, and travelers are surprised that prices are no higher than in New York or Chicago. The first establishment in this country to vie with the Bon Marché and the Louvre, in Paris, is the Emporium, occupying the greater part of the Parrott Building, on Market Street, between Fourth and Fifth, opened in May, 1896. The White House, on Kearny and Post Streets, an old-established house, with excellent reputation; the City of Paris, on Geary Street and Grant Avenue, the principal branch of the parent house in the Rue de Faubourg Poissoniere, Paris, from which importations are constantly arriving; Samuels' Lace House, recently removed into handsome new quarters, affording great window displays, on Sutter Street and Grant Avenue; J. J. O'Brien & Co.'s, on Market and Jones Streets, well known, extensive, and reliable;—these are classed under "dry goods," which has become a very comprehensive term. Scores of other shops are as attractive within lesser scope — some shoppers declare, with advantage in prices. They who tour can decide this for themselves.

One of the most interesting places in San Francisco, and full of interesting things, is Mr. Vickery's store and picture-gallery, at No. 224 Post Street. He is the publisher of a series of exquisite little platinotypes of the State — coast, orchard, and redwood scenery, — undoubtedly the most picturesque views of California to be obtained. Here are collections of views of the old Missions, and water-colors of the wild flowers of the State. The store itself is beautiful and well suited to its purpose. The color of the walls, which are covered with burlap and stenciled in dark green, is harmonious; and the fireplace is of carved oak, with rich green tiles. The class of pictures which one finds here is special and unique. Being of unusual source, they cannot be duplicated in other stores, and in many cases cannot be duplicated at all. Such things become peculiarly one's own.

Shreve & Co., manufacturing jewelers and importers, Market and Post Streets, are unrivaled in their line of business, except by Tiffany, in New York, and New York travelers have given the palm to Shreve's establishment.

Marsh's, on Market Street, in the Palace Hotel block, is one of the places to visit for fine high-class importations of Japanese art goods. Australian by birth, Mr. Marsh resided some years in Japan before he came to California. He is skilled in judgment and correct in taste in everything that pertains to Japanese goods. He brings into San Francisco a class of goods hard to duplicate in this country.

The best-known photographers on the coast are Taber, No. 121 Post Street, west of Kearny, and Marceau, No. 826 Market Street. In these galleries are portraits and landscapes that will cause the lover of fine art to linger long and delightedly. With the former, views of California scenes are a specialty. There are sixty other photographers in the city, among whom are many names worthy to be mentioned.

The brand of the Union Photo-Engraving Company stands for high-grade work. They sell fine California views. No. 523 Market Street.

The china, crockery, and glass-ware establishment of Nathan, Dohrmann & Co., Nos. 122–132 Sutter Street, might be classed with art stores not inappropriately. It is one of the places wherein the tourist shopper or the resident buyer is sure to find enjoyment and satisfaction.

Another place worthy of note is Goldberg, Bowen & Co., extensive grocers; stores at Nos. 426–432 Pine Street, Nos. 215–

217 Sutter Street, No. 2600 California Street, and No. 1075 Clay Street, Oakland. There are thirteen hundred and forty other grocers in the city to serve the people.

Sanborn, Vail & Co. are extensive dealers in pictures and frames, fancy goods, perfumes, stationery, views of scenery, first-class notions in great variety; they also manufacture blank books. Main store, Nos. 741–745 Market Street; factory, Nos. 710–720 Minna Street; branch stores in Los Angeles and Portland.

San Francisco has many fine drug-stores, and the distinction of one woman graduated pharmacist, who does a large business and has an established reputation — Laura Goodman, No. 1640 Post Street, corner of Buchanan.

CEMETERIES

Clustering about Lone Mountain with its snow-white cross, a familiar object of vision from every part of the city, are the cemeteries — **Laurel Hill** (Protestant), **Calvary** (R. C.), **Masonic**, and **Odd Fellows'**. In the last mentioned is a crematory of recent date, and the contract is pending for a columbarium, to cost twenty-five thousand dollars or more.

Lone Mountain was so named because of its isolation from other heights. Some scientists believe, from this peculiarity and its regular conformation, together with the fact that it is losing in height, that it is an artificial mound, and may contain prehistoric remains. This being true, it is indeed an appropriate center for the cemeterial group. The white cross was placed by the Catholics, after being blessed by their priest, and is become a recognized landmark of the silent cities.

The Geary-street line is the most central route to these grounds, which, for their unequaled beauty of location and adornment, might almost be classed with the parks of the city. Other street-car lines carry passengers, by transfer, to the immediate vicinity.

These cemeteries, once considered so far beyond the city's growth, are already in the way of a number of streets which are surveyed through to the ocean. From bay to ocean across the peninsula, is a great thoroughfare to contemplate. A bill was introduced in the last Legislature to prohibit further burial in these grounds. There are some exceptionally fine monuments to San Francisco's distinguished dead, notably in Laurel Hill, in the way of passage, and vigorous protest is made to their molestation.

The City Cemetery, with the Italian burial-ground adjoining, is on a bluff overlooking the Golden Gate, on the Ferries and Cliff House Railway.

The Military Cemetery is at the Presidio. General McDowell is buried here. There is a smaller plot on Angel Island.

Cypress Lawn Cemetery, situated in San Mateo County, ten miles from San Francisco, between the cemeteries, Home of Peace (Hebrew) and Holy Cross (Catholic), is a choice spot of earth. It completes a line of cemeteries a mile and a quarter in length. Entering through an imposing granite gateway—which is yet to receive its surmounting marble figure of Father Time—you pass up a long beautifully wooded slope which extends with graceful undulations into an area of many acres, where little remains for man to do to add to its charm. The San Bruno mountains rise immediately in the rear, making a picturesque background and giving an air of protection. Here is the loveliest little mortuary chapel in existence. It is built in Gothic style, with tower and spire, the base and half-wall of stone, the finish in brick. A conservatory extends the length either side, arching into the main audience-room, where any burial service may be held in the midst of the fragrance, beauty, and cheer of shrubs and blossoms at any time of year. The chapel, nestled in a bank of moss and vines and overshadowing trees, opens in the rear to a receiving-vault which contains twenty-four niches. These have an electrical attachment connected with the office by a secret wire, and the lightest touch upon the door of any niche will sound a gong in the office. This unique chapel was designed and built by the clever young architect, Thomas P. Ross, of San Francisco, according to his own ideas, deviating, happily, in some instances from strict architectural rules and traditions. (Mr. Ross designed, also, the crematory in Odd Fellows' Cemetery, a model in exterior attractiveness and interior arrangement and finish.)

At a little distance by the graveled way is the crematory, with the columbarium in close proximity. These buildings are new and up-to-date in all requirements. There are some massive mausoleums and exquisite specimens of sculpture in Cypress Lawn. Reached by the San Francisco and San Mateo electric line, and by the Southern Pacific Railway, which has special funeral cars.

The Hills of Eternity (Hebrew), noted for its palm-trees, and **Salem Fields** are also in this vicinity. Burials are no longer permitted in the old Mission Dolores churchyard.

SCENIC SAN FRANCISCO

San Francisco has done little advertising of her scenic beauty to catch the tourist's eye. She has been too busy with material improvements, the upbuilding of a city. Travelers who have made the round of the orange-groves and orchards, the mountain drives and cañons of the enchanting southlands of the State, come to San Francisco with little listed for attention besides the bay, ferries, Chinatown, and noted hotels; yet no place on the coast is so unique in location, beautiful in environment, varied in scenery; so fascinating in its opportunity for study of the human; so full of romance history; so exhilarating in air and sunshine, so equable it climate, so picturesque in purple mistiness, rainbow effects, and drowning fogs, as this same gray old city, born of the zeal of the Franciscan frairs and the ambitions of the Argonauts. These were surely guided by the impulse and design of the Great Intelligence by whom the rocky foundations were laid from the beginning.

It takes the round year in San Francisco to appreciate its charms and excellences, but he who tarries for a month or a week may gain an outline impression, if he be intelligently instructed and guided. It is the mission of this little book to aid him in this achievement.

San Francisco is, indeed, "The City of a Hundred Hills," but, like Rome of old, there are seven of these more eminent than the others. Within the city limits, are Mission Peaks, with their varied formations and warm vales and cañons; Park Peak; Bernal Heights; Nob Hill, which got its unfortunate name from the location thereon of many palaces of millionaires—a corruption of "Nabob," possibly; Telegraph Hill, its name a reminiscence of the time when the arrival and departure of vessels were signaled from its summit; Russian and Rincon Hills. The most populous part of the city lies in the amphitheater formed by these hills. (Their respective elevations are mentioned in the chapter on topography, page 16.) Other eminences of name and note are Ashbury Heights, Beuna Vista Heights, Clarendon Heights, Mount Olympus, Pacific Heights, Stanford Heights, and Alta Plaza. On and about these heights are many of the fine residences, the delightful homes of San Franciscans. Emma Frances Dawson has immortalized Telegraph Hill and Russian Hill in her recent book of stories. She lives in "a little brown pocket of a house," clinging to the side of Russian Hill. The eerie scenes and characters of her tales may well be conjured there.

A general idea of the city's ups and downs, streets, buildings, and scenes can best be gained by street-car rides, as the steep hills are not suitable for carriages. Car service is excellent, and transfers many. One can scarcely go amiss in any direction. The principal lines carry you from the bay shore and ferries out among the beautiful hills. The Haight-street line affords some lovely panoramic views. From Mission Dolores, on Sixteenth Street west, with one change to the Metropolitan line, is a delightful interval in a day's itinerary. You may believe you are in Switzerland or the Trossachs as you wind around and up the hills, with a populous part of the city and the bay with its glad white ships below you, on one hand, and wooded slopes and ravines rich in verdure and bright in wild flowers, above you at the right. The scene constantly changes until you reach the terminus of the road alongside of Golden Gate Park, whence a pleasant stroll oceanward may be enjoyed. Here are yellow broom tangles, golden poppies, and an occasional clump of fragrant wild lupin, a plant that seems to love the warm white sand. You seem far from the din of the town; yet so near are you in point of time, a return walk through the park grounds leads direct to the down-town car lines. Or, take a carriage at Haight-street entrance for a drive along the pleasant winding ways, and return to the city by a choice of routes, either of which insures rare satisfaction.

For a splendid evening panorama of real life, board a Castro-street car up among the hills and ride down to Market Street. On Saturday nights especially, no boulevard in Paris presents a more bewildering scene of light, color, and animation. It is a fairyland of stars before you, white and many-colored from the procession of cars and brilliant shops that line the wide thoroughfare. On a clear night, with an intense blue sky and a translucent atmosphere that vivifies every shape and color, one must be insensible not to become transported by the charm of the scene. If it chance that a mist sweep in from the ocean, you have another picture, in gray, silver. and purple.

One place of interest not to be omitted from a down-town itinerary is the Board of Trade rooms, No. 16 Post Street. In every large city in the United States "California on Wheels" has made its advent, and has received enthusiastic welcome. Here is a collection of California products which is the display "on wheels" multiplied by many hundreds. Nowhere in printed volumes, pictures, or statistic tables can so adequate an idea of the wonderful resources of this productive State be obtained. At the Secretary's office, desirable informing literature, both for San Francisco and the State, may be had for the asking. The annual report of the Board for the industrial resources of the State is a good book to take with you. Forty years ago, Horace Greeley said, "Fruit-growing is destined to be the ultimate glory of California." At No. 16 Post Street is the prophecy verified.

PARKS AND SQUARES

Golden Gate Park.—Golden Gate Park may not yet be ranked with Central Park in New York, Fairmount Park in Philadelphia, Hyde Park in London, or among the world's famous parks, in some particulars, but in many respects it outranks them all—in the difficulties of its creation, and in the natural beauty of situation and surroundings. On the very edge of the continent, it has a superb location, a geographical description of which may be necessary, though the most correct and enchanting impression is to be gained by ascending to the crest of Strawberry Hill, the emerald in its midst, and enjoying from its castellated summit the panorama of the city and bay, distant mountains and limitless ocean. Close under the observer are the hills of the Park itself, its sinuous drives, conservatory, playgrounds, lawns, shrubberies, statuary, speed-tracks, etc. Then, beyond the extreme western boundary, is the shingly beach, where the breakers roll in with "the booming sea,"—and a romancist has said the Pacific has a voice of its own.

To the south, beyond the shining sands, rise the hills clad in evergreen, Olympus' Liberty-crowned mound overtopped by the Twin Peaks. On the east is the busy city on its hundred hills, the wide silver band of the great bay and Mount Diablo's snows in the distance. To the north lie the Golden Gate, the Marin County shore, and brown Tamalpais' sentinel head.

Such is the setting of the people's pleasure-ground in the Far West. Its history is as wild and romantic as the stories incident to the city it adorns. It was rescued from wilderness such as no other park-builders ever encountered. By special act of the Legislature, in 1870, San Francisco acquired a rectangular piece of land, one thousand and forty acres in area — one vast rolling, shifting sand-dune. It extended from Stanyan Street west to the ocean, and there was also a narrow strip, appropriately termed the "Panhandle," extending from Stanyan Street east to Baker Street. This tract was named "Golden Gate Park." The ocean breezes played with the sandhills, fashioning them into all sorts of fantastic shapes.

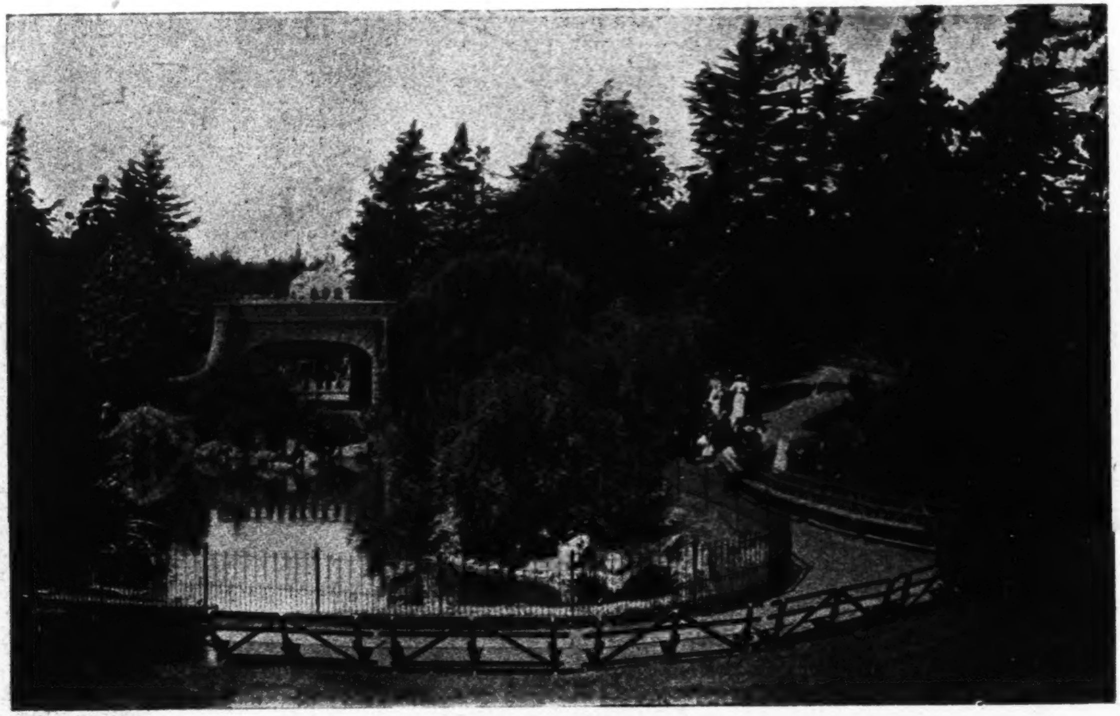
The entire area underwent a preliminary cultivation, necessary to restrain the shifting sands and to prepare the land for further cultivation. Of the one thousand and forty acres, four hundred acres have been thoroughly cultivated, and the results of this work are seen in the Panhandle and first third of the Park, from Stanyan Street west.

There is a certain little Ishmaelite of a plant known as the *arundo arenaria*, a sea-beach grass, native of the shores of the European continent. It will tolerate no other plant in its vicinity; when any other succeeds in finding nourishment in the same soil, the little vagrant quickly dies. This useful weed multiplies with exceeding rapidity, the infinite number of its roots forming a network of fibers, which binds the sand and prevents it from shifting. A single root will, in a few weeks, shoot out sixty more; each of these, on replanting, produces another sixty, making thirty-six hundred; and so on *ad infinitum*. It was introduced by the late Frank M. Pixley, at that time one of the Park Commissioners. By continual planting, the sandhills were covered with *arundo arenaria*. Work was commenced at the east and gradually pushed oceanward. What is known as lupine, a low, shrub-like, leguminous plant, many species of which are indigenous to this country, was the next course in cultivation. After it had taken hold, it was cut short, and the sand was ready to receive soil and loam, and on this the growing of grass was no difficult matter. The lupine is of two species, one having blue and the other yellow flowers, with the fragrance of white locust-blossoms. It has done its duty well, and is now quite a thing of the past.

Once under cultivation, the sand-dunes are a great aid to the beauty of the Park, presenting an undulating surface which no amount of artifical mounding and delving could produce, while the preparation of lawns is, from the very nature of this necessary careful culture, a comparatively easy matter.

The first few years after the dedication of the tract as a public park were devoted to the preliminary work of reclamation, and

CHILDREN'S PLAY GROUND.



VIEW IN GOLDEN GATE PARK.

though there was not then much to show in the way of beauty, much arduous work was done. Not only was there planting and replanting, but roads were to be laid out, macadamized, and prepared for use. It was necessary that they should be differently constructed and more carefully leveled than the city thoroughfares, and again the binding of shifting sand had to be undertaken. Naturally, the roads figure largely in the cost of the Park; the present twenty-odd miles of beautiful drives were not created without considerable outlay.

In another respect, Golden Gate Park had a disadvantage to contend with which other parks do not often encounter — the absence of trees. The wilderness of growth and verdure to-day attest the grand success in tree culture, as well as the amount of labor and expense to accomplish it. The variety of blossoming shrubs and ornamental trees is quite remarkable. These are grown in the nurseries near the southeast corner of the Park. In this way, in the past ten years, a forest of five hundred acres has been planted west of Twenty-fourth Avenue.

The Park may be reached from all sides, but the northern and eastern entrances are those most used. All the car lines of the city issue transfers to the Park, and no mistake can be made if a car is boarded at the [illegible]ies, North Beach, or the Potrero. The "Panhandle" entrance, at Baker Street, is the popular one for riders and drivers. The Haight-street entrance is usually taken by those who go through the Park on foot. Alvord Lakelet, where the swans and other aquatic birds disport themselves, is the first object to attract the attention after passing in by this entrance. Near it is the bridge of concrete, its archway hung with artificial stalactites.

The children's building and playground, within easy distance of the cable and electric cars, are among the most pleasing attractions of the Park. The building, the cost of which was met by a portion of a donation of $50,000 from the late Senator Sharon, is of gray stone, roofed with slate. It is two stories, the lower being utilized as a playroom during stormy weather, and the upper as a restaurant, where refreshments can be procured at very reasonable rates. There are also suitable rooms for nurse-maids with younger children. On the grounds about the building are all sorts of appliances for the amusement and recreation of the little folk — merry-go-rounds, swings, springboards, donkeys for riding, and goats with fancy little carriages for driving. The grounds are well sheltered from the winds, and altogether form a most charming spot. The wisdom of putting the gift in this form, instead of a monumental pile simply to gaze at, is every day emphasized by the happy crowds that visit the place. Adjoining the children's quarters are the baseball grounds, where the youthful votaries of the national game have ample space for practice.

The music concourse, with the shell-shaped stand for the musicians, the surface of which forms an admirable sounding-board, is protected on the south and west by natural ridges. The seats accommodate not more than a third of the people who attend the band concerts on Saturdays and Sundays; but the green terraces of the semi-amphitheater answer the purpose, and add to the picturesque effect.

The conservatory, to the north of the main drive, is a never-failing attraction. It is two hundred and fifty feet in length, and has an average width of seventy-five feet. Throughout the conservatory can be seen vegetation from almost every tropical clime, and flowers of every shade that bloom under softer skies than ours. (The original building was destroyed by fire in 1882, and the present one was erected the following year, through the generosity of the late Charles Crocker.)

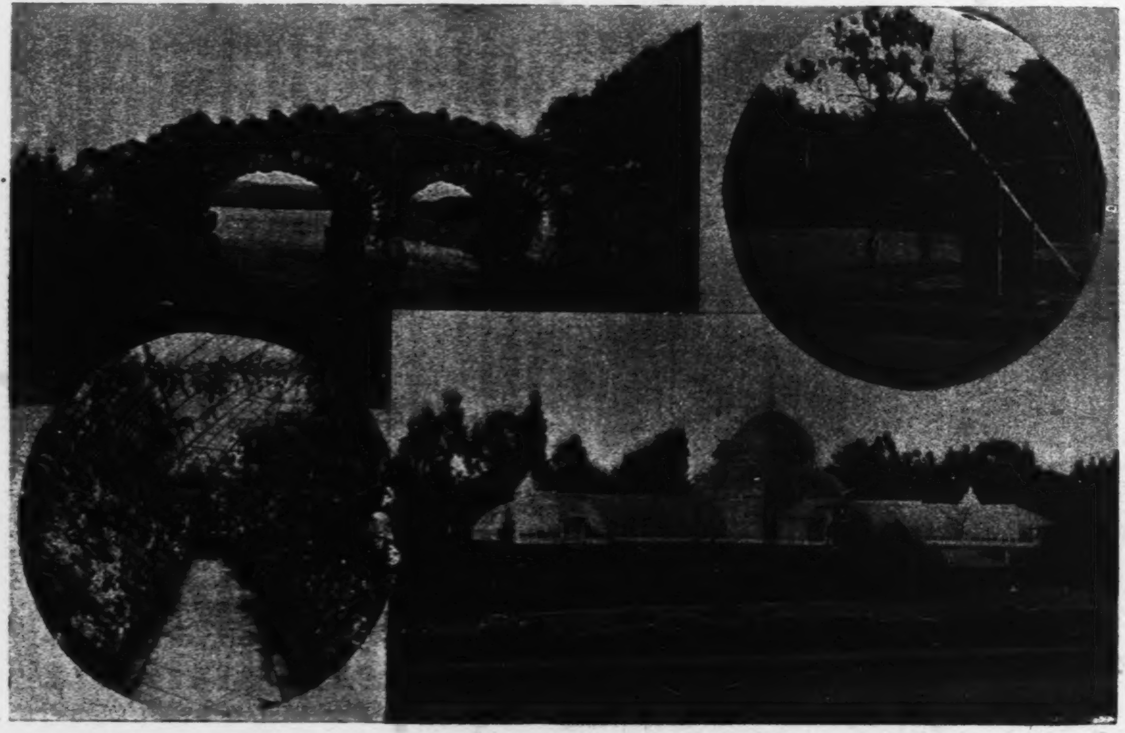
The squirrel-house and aviary are in close proximity, and are among the most decidedly interesting show-places. In the former are squirrels of all sizes and colors; and in the bird-house are feathered beauties from almost every land. Along the path leading to these bird and animal-houses ferns from the Hawaiian Islands are successfully grown.

The deer glen and buffalo park are not far from each other; after visiting one, the other naturally receives attention. The elk, the gift of Mr. Alvinza Hayward, have long since become accustomed to their surroundings, and are quite tame. The buffaloes, the descendants of the monarch of the plains, thrive well, and, like the deer, increase their families.

The rockery on the side of the hill facing the conservatory is a charming spot. The tree-ferns from Australia and New Zealand, in company with more humble natives, present a grand sight, which is intensified by beautiful bits of flowers peeping out from among the rocks and ferns. Near the main entrance is the peacock meadow, about two acres in extent, surrounded by a wire-screen fence. Trees and foliage afford necessary shelter to the fowls.

On the great highway, facing the ocean, is the Beach House, where every accommodation is afforded visitors to that portion of the Park, and where picnickers can eat their luncheons with perfect comfort.

The Park is not without statues. There is the effigy of General Henry W. Halleck, the gift of General H. W. Cullom, his chief of staff. There are also statues of President Garfield and Thomas Starr King, the former erected by the Garfield Committee, and the latter contributed by admirers of the eminent divine. The German residents of San Francisco purpose to erect a Schiller and Goethe monument. The Key monument, in the rear of the music auditorium, the gift of the late James Lick, with the words of "The



GOLDEN GATE PARK.

Star-Spangled Banner" cut in the fine marble, is one of the chief objects of interest. The Prayer-Book Cross, on the summit of a rugged eminence on the north side of the Park, was the gift of the late George W. Childs, of Philadelphia. It commemorates the first celebration of a church service in English within the territory now occupied by the United States, which took place at Drake's Bay, some forty miles north of San Francisco, in 1579. Chaplain Fletcher, of Francis Drake's ship, the Golden Hinde, was the celebrant. It was originally intended to place the monument on the spot where the service was supposed to have been read, but for prudential reasons this was not done, and, fortunately, Golden Gate Park was the chosen location.

Strawberry Hill, with its constructed lake and beautiful waterfalls, the gift of C. P. Huntington, costing $25,000, is one of the most delightful spots in the Park. A broad winding drive reaches the summit, where stands the observatory. This is a miniature Colosseum, erected through the generosity of Thos. U. Sweeney, a gift that will always stand as a monument to his philanthropy and regard for his fellow-men. The outlook is often termed a panorama—for nowhere else can a better view of the ocean and surrounding country be obtained. From the great reservoir the waters pour out and zigzag down the slope until they reach the carriage-way, where they make a fall of fifteen feet, and pass under the rōadbed and the quaint rustic foot-bridge, there making their plunge over the rocks, with a final leap into the pool. On the lake, which encircles the hill, are pleasure-boats the year round, and a pretty rustic boat-house, with restaurant, veranda, and other conveniences.

In connection with the Park should be mentioned the greatest event of its history—namely, the California International Midwinter Exposition of 1894, a reduced reproduction of the Columbian Exposition in Chicago, which it immediately succeeded. The more important matters of record and remembrance are: The ideal beauty of location, one hundred and sixty acres in "Concert Valley"; the artistic grace and rapid construction of the buildings, accomplished within one hundred and twenty-nine days; the remarkable exhibition of the State's products and resources, astonishing Californians themselves—a display never equaled by any single State at any exposition; the length of time it "held the boards," with constantly increasing attendance and interest, from January 27th, to the 9th of July following; the electrical display, which had some novel features not seen in Chicago; and last in order, though not least in importance, the fact of its great financial success. When all accounts were settled, a handsome surplus remained in the hands of the Executive Committee, which was expended for improvement and adornment in the way of cultivation

STOW LAKE

of unreclaimed acres, extension of drives, and some fine additions in architectural lines—the Art and Museum Building, already described; the purchase of "The Little Estate in Japan," planned and arranged by Mr. Marsh, who was for years a resident of Japan, and is an expert in creating these living pictures of the Mikado's realm; and large additions of shrubs, trees, and rare blooming plants. The total number of paid admissions from the opening till the closing of the Fair was 1,434,281. In addition to this number there were 162,009 free admissions. The total receipts from all sources reached the sum of $1,260,112, and the disbursements were $1,133,121.

As a souvenir of the California International Midwinter Exposition, the Egyptian Art Building, which was constructed of fireproof materials, was presented by the Executive Committee of the Exposition to the Park Commissioners. It is located in Concert Valley, immediately south of the main drive, and between the aviary and Strawberry Hill. Every week since its dedication there have been additions to its stores of treasures. It is the design to make it one of the most valuable repositories of its kind on the continent. It was formally turned over to the Park Commissioners by M. H. de Young, Director-General of the Exposition, on March 23, 1895. The building is a beautiful one, of cream-colored stone, in Egyptian architecture. In front of the building is an exquisite piece of bronze statuary, called "The Cider Press." Facing the entrance, is the magnificent Doré vase, in bronze, and at each side are groups of bronze statuary representing Spring, Summer, Autumn, and Winter. Recent extensive additions have been made, and the interior has been enriched by many treasures brought from Old World countries by General de Young. A portion of the building is devoted to a faithful representation of the Royal Bavarian Pavilion, with its vaulted ceilings and frescoed panels set in heavy gilt frames. The Saurermann room, with its fine hardwood carvings and its distinctively Teutonic tone, is also an attractive feature. Ceramic Hall contains some very fine pottery, representing many of the most famous wares. In the armor room is a fine collection of armor worn by the knights of old. In the main building is much that is interesting and instructive. The United States, Great Britain, France, Germany, Spain, Italy, Austria, Denmark, Sweden, Holland, the Central American States, the Papal States, Australia, Iceland, and other countries are represented in well-classified collections. The Oriental room is rich in treasures of Eastern art. A collection of interesting relics of the stage days of '49, contributed by Wells, Fargo & Co., commands more than usual attention from visitors. There are bronzes and other statuary, busts of important personages, and other works of art. In the ship-model department, Mr. Irving M. Scott, one of the Park Commissioners, has contributed some magnificent examples of modern ship-building. Another handsome model, was contributed by the late Joseph Macdonough. On the second floor is the natural-history department; and a finer collection of birds, fishes, animals, and insects would be difficult to find. Here also are specimens of the minerals and woods of California.

Mrs. Oscar Elhard, a former resident of this city, now living in Guadalajara, Mexico, contributed to the museum a valuable collection of Toltec and Aztec idols numbering one hundred images in stone, taken from the ruins of Soledad, in the State of Vera Cruz, and from the former site of an Aztec temple at Otumba, thirty-five miles from the City of Mexico. The most valuable collection of Alaskan relics in existence, owned by the Alaska Commercial Company of this city, has been presented to the museum, and space is provided by the erection of an annex for it.

The new water-works, which supply all the water needed for the park, are as ornamental as useful, and the engine-room is an attraction for visitors.

In addition to Golden Gate Park, are numerous squares and parks, the most noted of which is Portsmouth Square, more generally known as "The Plaza," with an area of two hundred and seventy-five by two hundred and four feet, bounded by Kearny, Washington, and Clay Streets, and Brenham Place. This is the historic ground where the American flag was first raised by Captain Montgomery, July 8, 1846, after the occupation of California by the United States forces. Here also were enacted some of the most stirring scenes of the days of the famous Vigilance Committee. It is now almost entirely absorbed by Chinatown.

Other parks and squares are: Alta Plaza, Clay and Steiner Streets; Alamo Square, Hayes and Steiner Streets; Buena Vista Park, Napa and Vermont Streets; Buena Vista, Haight and Lott Streets; Columbia Square, Eighth and Folsom Streets; Franklin Square, Bryant and Center Streets; Hamilton Square, Geary and Steiner Streets; Holly Park, Bernal Heights, near San José Road; Jackson Park, Santa Clara and Arkansas Streets; Jefferson Park, Golden Gate Avenue and Gough Street; Lafayette Park, Gough and Washington Streets; Lobos Square, Chestnut and Buchanan Streets; Mountain Lake, Richmond District, south of the Presidio; South Park, between Bryant and Brannan Streets, from Second to Third; South San Francisco Park, Railroad Avenue near Ninth Avenue; Union Square, Stockton and Post Streets; Washington Square, Powell and Union Streets.

OCEAN BEACH — CLIFF HOUSE — SEAL ROCKS — SUTRO BATHS — SUTRO HEIGHTS

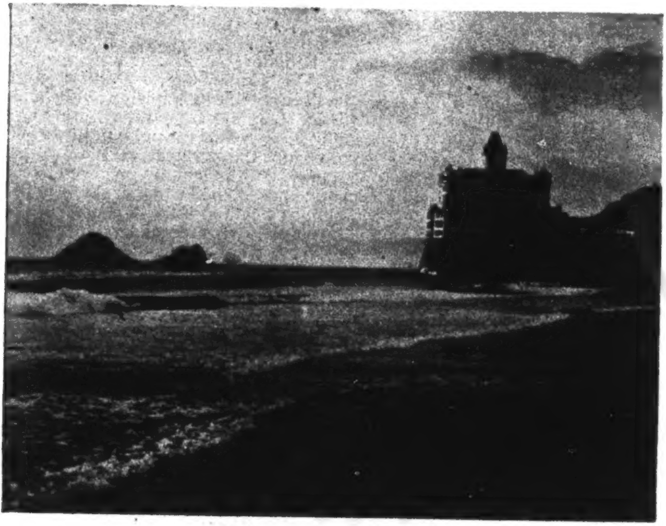
The Beach and Sutro Baths can be reached by three different routes: First, by the Haight-street cable line to Golden Gate Park, at which point transfers are given to the Park and Ocean steam-cars for the Beach; second, by the Sutter-street line to Central Avenue, where transfers are given to the Sutro electric line, passing Sutro Heights and terminating at the Baths; third, by the California-street or Powell and Jackson streets system of cable lines to Central Avenue, connecting by transfer to the Ferries and Cliff House steam-cars — termination at the entrance to the Sutro Heights.

Next to Golden Gate Park, the Beach and Cliff House are the chief pleasure-ground of San Francisco. It is here, especially on Sundays and holidays, that the tired workers by brain and by hand recuperate in the refreshing ozone from the Pacific Ocean. While the character of the beach is unfortunately not suited for bathing, its broad, white, sandy floor is thronged with men, and women, and children, coquetting with the spray, basking in the sun, and, at favored points, casting the hook for the denizens of the deep sea. Passing by a road to the right, cut out of the rocky hillside, the Cliff House and Seal Rocks are reached.

The Cliff House is by far the most historic rendezvous on the peninsula, overhanging the extreme of Point Lobos. What is known as "the old Cliff House," was established here in 1863 by Capt. Foster, under whose management for many years it enjoyed an ever-increasing popularity. Long before the advent of cable lines, electric lines, or other rapid means of transit, the tourists and residents of San Francisco, on Sundays, week-days, and holidays, could be seen driving along Point Lobos Road, in buggy or by spanking team, to enjoy an early breakfast, luncheon, or epicurean dinner at this famous resort. The names of U. S. Grant, Adelina and Carlotta Patti, Henry Ward Beecher, Christine Nilsson, Dion Boucicault, Sir Arthur Sullivan, Sir Henry Irving, and other distinguished characters, are closely associated with this beautiful spot. This famous old house, which was a series of most picturesque rambling buildings, after an existence of about thirty years, was burned down on the night of Christmas, 1894. On the same site the present owner, Mr. Adolph Sutro, has erected an imposing modern structure. The house is of graceful proportions, and well adapted for the accommodation of the sight-seeing traveler. Verandas, overhanging the water, open or closed, extend on three sides of the villa. On one of the floors are quite extensive curio stores, where specialty is made of California shells, corals, views, and other souvenirs. The courteous proprietor will show you through its ample rooms from base to belfry-tower, and enjoy your outbursts of enthusiasm as you gaze from the upper windows and balconies.

Seal Rocks.—From the veranda and balcony of the Cliff House, you are brought into close view of the Seal Rocks, over which the ocean breakers dash continually, and upon and around which are seen the wonderful sea-lions. And while your curiosity is being gratified at their curious antics and the sound of their hoarse barking, you are reminded that there is not another such spectacle in the whole show world. These monsters average when full grown, about two thousand pounds in weight, but solitary cases of their attaining twice that figure are well authenticated. Their number is approximately stated to be about five hundred. They exist entirely on fish. Of these animals, Charles M. Scammon, in his interesting work, "The Marine Mammals of the Northwestern Coast of North America," says:—

"Among the numerous species of the marine mammalia found upon the Pacific Coast of North America, none excite more interest than the sea-lion; even the valuable and almost domesticated fur seal of the Pribyloff group of islands fails to equal it in utility to the Aleutians, who depend



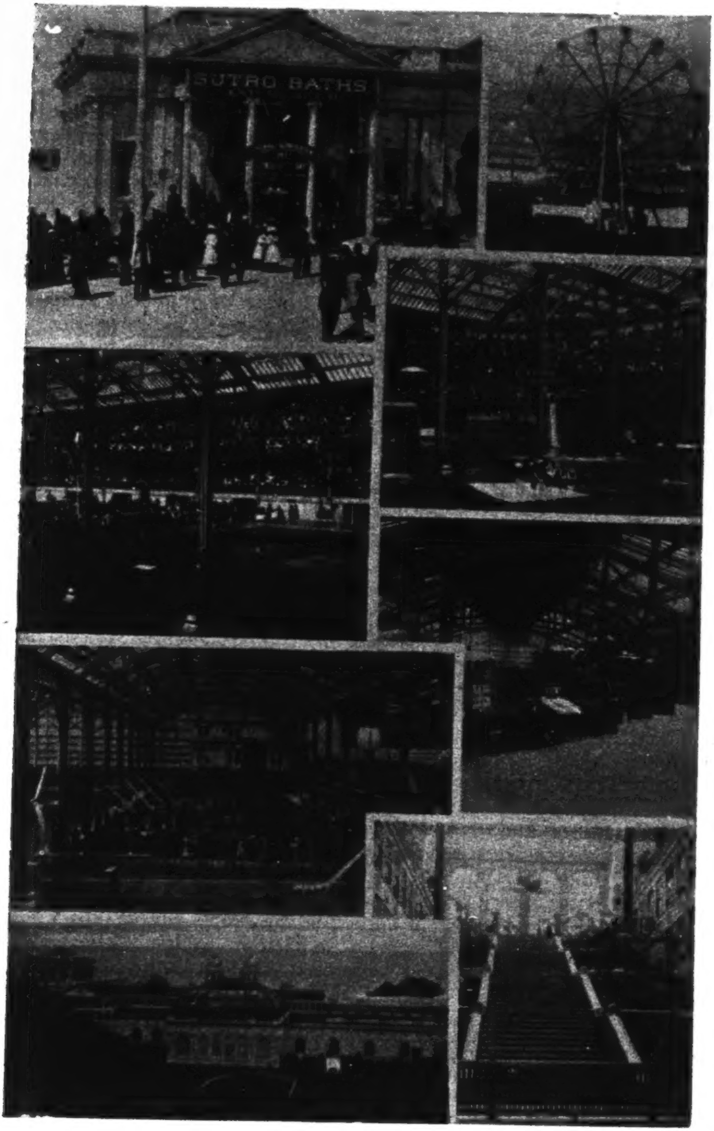
CLIFF HOUSE AND SEAL ROCKS

upon it not only as a staple article of food, but obtain by the sale of its silky skin their foreign luxuries of every nature.

"The extreme length of the full-grown male sea-lion of the north may be set down at sixteen feet from tip of nose to end of posterior flippers, and yield of oil at forty gallons; but it is seldom they are found measuring twelve feet from tip of nose to tip of tail, and the individual yield of oil throughout the season would not exceed ten gallons. Its greatest circumference would not be over eight feet, and its weight about a thousand pounds. Its head and neck are more elongated, and the latter is destitute of the mane which is characteristic of the lion of the southern seas. Its mouth is armed with strong, glistening, white teeth. Its projecting upper lip is furnished on each side with strong, flexible whiskers, which are generally of a white or yellowish white color, and some of which grow to the length of eighteen inches. When the animal is excited either by curiosity or anger, its eyes are full of expression, and at such times they appear large; but when the creature is dozing, these members have quite the opposite appearance. Its ears are cylindrical at the root, tapering to a point, are covered with short, fine hair, and lie nearly in a line with the body. Its limbs, which are encased with a sort of thick shagreen, combine the triple functions of legs, feet, and fins, and are far better adapted to locomotion in the watery element, where, when excited, its movements are swift and graceful, while on the land the creature's imposing though awkward traveling, requires great effort. Its body is covered with coarse, short, shining hair. The color of the adult males is much diversified, individuals of the same rookery being quite black, with scattering hairs tipped with dull white; while others are reddish brown, dull gray, or light gray above and darker below. The adult female is not half the bulk of the male, and its color is a light brown. One of the average size, taken at Santa Barbara Island, on the coast of California, in the spring of 1871, measured six feet four inches from tip of nose to tip of posterior flippers, and weighed one hundred and eighty-two pounds.

"The habits of the sea-lion exhibit many striking features. It dwells not only near the Arctic and Antarctic latitudes, but it basks upon the glittering sands under an equatorial sun. On approaching an island or point occupied by a numerous herd, one first hears their long, plaintive howling, as if in distress; but when near them the sounds become more varied and deafening. The old male roars so loudly as to drown the noise of the heaviest surf among the rocks and caverns, and the younger of both sexes, together with the 'clapmatches' (a name given to females of northern fur seal), croak hoarsely, or send forth sounds like the bleating of sheep or the barking of dogs. In fact, their tumultuous utterances are beyond description. A rookery of the matured animals presents a ferocious and defiant appearance; but usually at the approach of man they become alarmed, and if not opposed in their escape, roll, tumble, and sometimes make fearful leaps, from precipitous rocks, to hasten their flight."

From the balcony of the Cliff House an ocean panorama is also presented such as few places in the world can discover to lovers of the beautiful. To the southward, or left hand, is a long line of uninterrupted sand beach, along which a drive of ten miles may be had, where the surf breaks in tiers of three and four rollers, scattering its snowy foam in many a sparkling shower. To the right, or north, is the Golden Gate, and beyond, sentinel-like, grand Mount Tamalpais, rears his lofty head, guarding the portals of California's inner waters. From the Cliff House balcony the white-winged


SUTRO BATHS
SUTRO

SUTRO BATHS.

messengers of commerce, from all parts of the civilized world, may be seen constantly arriving and departing. Directly in front is a field of the smaller craft, of the pleasure yacht, the daring pilot, and the Italian fisherman. Coasters of almost every model, shape, and rig may be viewed from this point of vantage, while the great steamers from the Orient and Antipodes, and the less pretentious boats from Oregon, Panama, British Columbia, and the Mexican ports, at almost any hour can be witnessed ploughing their way into port, freighted with valuable cargoes and precious lives. At the close of day, as the sun sinks into the west, then is the gorgeousness of his setting made apparent. Every tint is produced with a faithfulness which defies artistic brush or graphic description. These, to be appreciated, have to be seen, and once seen, will be pronounced alone worthy a special trip across the continent.

Sutro Baths.—These baths are, without question, the finest and most extensive inclosed baths and winter-garden in the world. To see the building is the only way to gain a truly comprehensive idea of its extent and perfect arrangement. Statistics appeal to few besides builders; yet a brief sketch of the baths must contain figures.

The length of the building is five hundred feet; width, for one-third of its length, one hundred and seventy-five feet; for two thirds its length, one hundred feet. It is L-shaped, and has ample seating capacity for thirty-seven hundred persons in the amphitheater, and promenade space for as many more; holding capacity, all told, twenty-five thousand. Six hundred tons of iron and one hundred thousand superficial feet of glass were used in its construction. The large swimming-tank is three hundred feet long. There are also five smaller tanks, of varying temperature. The capacity of all the tanks is 1,900,000 gallons. There are more than five hundred dressing-rooms, and nine club-rooms; shower-baths in all the club-rooms and twenty-nine of the dressing-rooms. Three million feet of lumber and three hundred and seventy thousand feet of concrete were used in the foundation and superstructure.

The mode of supplying ocean water to these baths is unique. A catch-water reservoir in the cliffs is constructed—an immense rock basin. Twice a day at high tide the baths, with a capacity of nearly two million gallons, can be filled in an hour. Several days in midsummer, during very small tides, it is necessary to pump the water, which can be done in five hours. A perpetually flowing spring in the rocks supplies pure drinking-water, and also furnishes water for the fresh-water plunge-bath. A laundry, with all the modern machinery, is attached, which has a capacity of twenty thousand suits and forty thousand towels a day.

To enter the building is like an advent into Wonderland. It has the air of a conservatory for plants — palms, shrubs, and flowering plants in profusion. Easy flights of steps, broken by roomy landings, make place for many choice varieties, for appropriate articles of *vertu*, and add effectively to the airy spaciousness of the interior.

The museum aud picture-gallery, under the same roof, merit pages of description. The collection of shells alone is a marvel, and one of the most complete in America. Many of the pictures are the work of eminent artists, and the intaglios are listed as the best collection in the United States.

Sutro Heights.— Passing on and up from the baths, at the terminus of the Ferries and Cliff House road and the Sutro Electric Railway, lie Sutro Heights, two hundred feet sheer above the sea. The exposure is south and west, and the spot is singularly free from winds; the luxuriance of its groves and gardens show how the sunshine loves it.

The story of the creation of this beauty spot on the sunset rocks and sands at the verge of the continent reads like the tale in a fairy-book, where the touch of a mystic wand makes green arcades take form and blossoming bowers spring suddenly into existence. In 1880, when Adolph Sutro came back to his favorite city fresh from the success of his wonderful tunnel in the Comstock mines which cost him fourteen years of arduous struggle and heroic labor, he bought the wilderness of sandhills along the Pacific shore which included the old Cliff House, and engaged in another undertaking as formidable. The same outcry of crazy schemes and utter impossibility greeted him, and indeed the pessimist in this instance seemed the sane person. Mr. Sutro's answer to them all to-day is an acred forest that has the air and grace of Nature's own, and the luxuriant growth of the flowers and shrubs of every clime that adorn the winding walks and broad drives of his highland park.

The welcome visitor to these private grounds passes in under a Venetian arch, guarded on either side by lions of heroic size, and a dream of living beauty is before him, and the breath of Araby delights the senses. This is not extravagant praise. There are heights and heights, and parks and parks, but they have not this perfect atmosphere that seems born to bear sweet odors, the brilliant, unclouded California sky, the booming of the ocean at their feet, and glimpses of the white breakers through evergreen vistas.

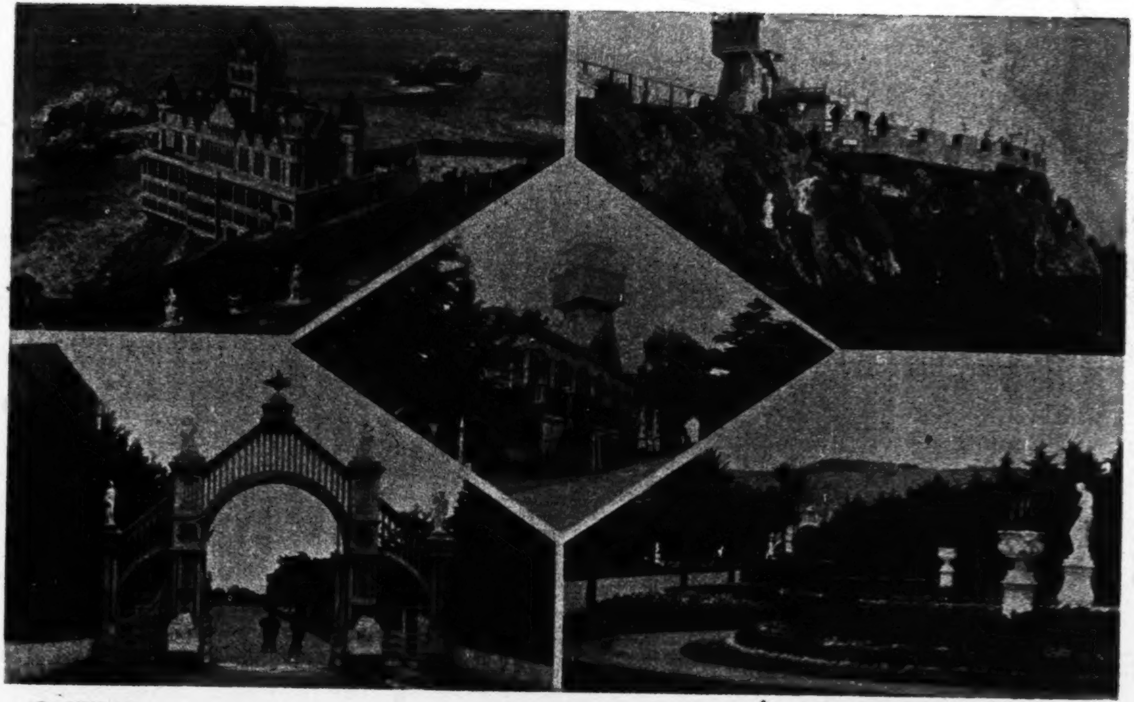
The day on which this is written would be early summer in Ohio; it is early spring in San Francisco. There are acres of pink and white daisies so thick above the sod a blade of green can scarcely struggle up between them, and masses of white gillefleur fairly burden the air with sweetness. There are banks of "June-grass" warm and open to the sun, rippling from green to silver in the wind, just as it does in Alice Brown's New England meadows. There are great patches of cinneraria, and rounds and rounds of pansies as large as Japanese tea-cups, and borders of purple stocks, and stretches of blue forget-me-nots that whisper love messages into ears that can hear. The orchids in the conservatory shout at you, but the pansies and forget-me-nots whisper; and if you bend close, you get the sensation of a kiss and a caress. The rose-garden is just coming into blossom. In the conservatory is an infinite variety of plants from every land.

There are somewhat more than twenty acres of this perfectly cultivated ground. Lifting among the evergreen pines and peering from shady nooks are casts of some of the finest marbles in the Luxembourg and in art cities along the Mediterranean. Many who will never be privileged to study the originals may here make acquaintance with Canova and Thorwalden.

The home of the maker and master of this restful, peaceful place is built on the high bluff overlooking the Cliff House and ocean, and the "parapet" is a sort of rock veranda from the rear of the residence. Mr. Sutro loves sculpture, and models of the the finest creations of the chisel are set around this rocky esplanade. The house is a rambling structure suggestive of home comfort, and within its walls are many choice objects of *vertu* and art collected by Mr. Sutro in his journeys around the world. From this breezy eminence you look over it all, away and away to the limit of the horizon where the dim sails lift into sight from the waters of the under-world. You forget life's little cares and worries, and the soul expands in its nearness to the great over-soul of the universe. Every such day of pure delight for mind and eye is in some sense a new birthday.

It should be mentioned that the beauties and delights of Sutro Heights are as free to every one as God's air and sunshine that bless the spot, the only restrictions being quiet, decent behavior, and no marring or defacing of any object. There are no "Keep off the grass" signs, and uniformed policemen are nowhere visible. It is pleasant to record that the crowds show appreciation of the owner's generosity by remembering his admonition.

In the history of San Francisco, among her makers and buildders, and noblest philanthropists, Adolph Sutro will always hold a conspicuous place. The forests he has planted, the acres he has beautified, his gifts to the educational life of the city, including the benefit of his priceless library, his wonderful baths, that mean more for the health of the city than any other possible agency next to nature's climatic conditions, the triumphant conflicts for the people in which he has engaged — the far-reaching influence of these great benefactions is beyond measure or calculation.



SUTRO HEIGHTS.

CHINATOWN

If the average citizen of San Francisco were asked to place his finger on that part of his city which is the most attractive to strangers and at the same time the most objectionable to himself, he would be sure to indicate Chinatown. The interest of the visitor is as readily explicable as the antipathy of the resident. To the former, especially if he come from a point east of the Rockies, the life, customs, dress, worship, and dwellings of the Chinese are relatively unknown quantities, except so far as he may have read of them. Even then, he is more apt to hear ot the richness of clothing, the delight in gay colors, the fantastic semi-barbaric carvings, the joss-houses, and the thriftiness of the Chinaman than of his habits, opium-smoking, and gambling. The San Franciscan, however, knows the Mongol nature and recognizes the sometime savage under the silk of his New Year attire. There are, however, reputable Chinese merchants. There are Chinese cashiers in some of the banks of the city, who enjoy the fullest confidence of those with whom they come in contact, just as there are to be found good house-servants among the Chinese. But these are the exception, not the rule.

The object of these paragraphs, however, is not to descant upon the Chinaman, his vices and his virtues, but to point out the interesting sights in the large section of the city which he occupies almost exclusively.

Chinatown proper is bounded by California Street on the south, Kearny Street on the east, Powell Street on the west, and Pacific Street on the north; roughly speaking, an area of ten blocks. Oddly enough, just beyond and above this same area, are some of the largest and finest residences in San Francisco—the Flood, Huntington, Crocker, and other mansions, from the rear windows of which the yellow dragons of the Chinese banners and the gay colors of their lanterns can always be seen.

In the area indicated, at some time of the night in every day in the year, almost every Chinaman in San Francisco can be found; for the Mongol regards Chinatown as his home. In these ten blocks, between thirty thousand and thirty-three thousand Chinese live—eighty per cent. the entire day and night, and the remaining twenty per cent. for a few hours out of the twenty-four. From cellar to skylight here do the Chinese congregate. The streets are almost the same as may be seen in Pekin or Canton, save that the architecture of the houses is different. The identical cries that rise high above the din of the large towns in the Flowery Kingdom, are here heard above the rushing sound of carriages and the cable cars, or the steam-whistle and factory shriek.

John Chinaman is imitative and quick; some of them have become skilled in the manufacture of shoes, through employment by white men, and have established quite considerable factories of their own, many of the factories being in the heart of this district.

The most interesting sights in San Francisco are the temples, or joss-houses, the restaurants, the theaters, and the stores; while those who have an appetite for such things may visit the opium-dens, the sleeping-quarters under the sidewalks, the hospitals, and the alleys.

The Chinese publish their own papers, two in number — the Oriental and the American and Chinese newspaper. In certain alleys, particularly the *culs de sac*, and on the street corners, the walls of Chinatown are plastered with red strips of paper bearing black characters. These are notices of the meetings of the "Tongs," or Chinese societies, temple festivities, sales, and occasionally news bulletins.

The buildings of Chinatown are, for the most part, old, dirty, and very plain. Walls, floors, and windows make a house. The Christian idea of the modern conveniences, though assuredly not an unknown quantity to the Chinese, creates no desire for them; a single faucet at the end of a hall is sufficient for an entire building's needs in the matter of water. The walls are gaudily painted exteriorly, and within are attractive on account of the variety of articles which, while commonplace enough among the Chinese, are curios to the white man.

Theaters.— There are two theaters — one on Jackson Street and Fish Alley, between Dupont and Kearny; the other on Washington Street, between Dupont and Stockton. The performances go on at all times and the plays are interminable. The actors are all men, and when playing the *roles* of women, speak in a most distressing, squeaky falsetto. The visitor can sit on the stage, as scenery does not trouble the Celestial histrion, and the play will go right on, whether there be a crowd of visitors blocking the entrances or the exits be all clear. The fearful orchestra, consisting of cymbals, a tom-tom, and a screeching kind of fiddle, also finds place on the stage. Before the footlights, the stolid Chinese sit with their hats on, resting their heads on their crossed arms, watching the progress of the "drama," with its occasional terrible conflicts, its record of valorous deeds, its tremendous soliloquies and ante-combat mouthings. Occasionally, the much painted, beaded, and bedizened children of a wealthy Chinaman may be seen in the theater-boxes, and any one will concede a certain degree of prettiness to the little painted dolls. The audience passes in and out at will, but no one expresses either approval or disapproval of the play.

Restaurants.—The principal restaurants may be visited at any time, with the certainty of being served with a çup of tea, some small cakes, and a saucer of "lichee" nuts, candied strips of cocoanut, melon-rind, and other delicacies. If, however, a regular Chinese dinner is desired, notice should be given through the guide sufficiently ahead of time, and then a wonderful feast will be prepared. Included in the *menu* will be, probably, varnished pig, shark's fins, bird's-nest soup, pickled duck's head, tea, and *sham-shu*, or rice brandy. The restaurant itself, if it be a first-class one, will be furnished with very rectangular stools, straight-backed chairs, round tables, and many elaborate screens, sometimes of ebony, and often of lighter wood, most intricately carved, representing foliage, branches of vines, and dragons. The walls will be hung with beautiful embroideries, in the form of banners, and, to complete the picture, many Chinese merchants of the wealthier class, with their little round ribbed hats and red buttons, wear fine cloth coats, and possibly rich silk robes. On Chinese New Year's, the dress of all is particularly showy, and the merchants' robes are costly.

The exteriors of the restaurants are often made very attractive. The walls are sometimes painted in light colors, and veined like marble. From the eaves and balconies large spherical lanterns in red and green colors are hung, and over all is the triangular yellow flag with its black dragon swaying in the breeze.

There are restaurants of all grades, the poorest being under the sidewalks or in basements. The latter are interesting as they show the Chinese in his humblest style. At the entrance to such a *sous-pave*, there is usually a big cauldron steaming and scenting the air with a fishy smell. Through the smoke, the smell, and the gloom, a number of wide benches and tables may be seen, and sometimes behind them a series of shelves. The former are the restaurant "furniture," and the latter sleeping-quarters. In the cauldron there may be shrimps, and other pots probably contain boiled rice; with these the bill of fare is complete.

Joss-Houses.—To many visitors, the joss-houses of Chinatown are the most interesting sights this oriental section of an occidental city includes. The word *joss* is a corruption of the Portuguese word *deos* (God); hence, idol. In the *Californian* of November, 1892, Frederic J. Masters, D. D., has a most interesting article on the subject of "Pagan Temples in San Francisco." Introductory to the article, there is a short dissertation on the Chinese religion, which places it and its believers in a much more favorable light than the worship and worshipers of other Asiatic and early European people. From this article much has here been reproduced.

The principal temple in Chinatown is on the west side of

CHINESE JOSS-HOUSE.

Waverly Place, between Clay and Sacramento Streets. It was built in 1890, is known as the Temple of Kwan Kung, and is the property of the Ning Yeung, or Sze Yap Company, the most powerful Chinese guild in California. The cost of site and building was $160,000. Over the entrance, the Chinese inscription means "Purify thyself by fasting and self-denial." The interior fitting is superb in a garish way. The walls are lined with marble, the furniture is ebony inlaid with mother-of-pearl, and the carving is marvelous in its grotesque richness. The gates of the inner temple are said to be among the finest examples of Chinese carving in existence, and illustrate the principal gods of the Chinese Pantheon. The altars are very fine, and are loaded with costly urns, incense-bowls, carved trays, and the fronts are covered with carvings representing historic scenes.

There are three other temples to Kwan Kung in Chinatown, all more or less interesting. They are located at No. 933 Dupont Street, No. 751 Clay Street, and on Pine Street west of Kearny. There is a temple of the Yeung Woh Company, dedicated to How Wong, on Sacramento Street below Dupont. The oldest joss-house in the city is the temple of the Queen of Heaven, on Waverly Place. The most popular goddess is Kwan Yum, whose dingy shrine is on the southwest corner of Spofford Alley and Washington Street. In this temple is an apotheosized monkey, Tsai Tui Tai Shing, who learned the language of men, and so is a step ahead of Professor Garnier, who is trying to master the simian alphabet. Other temples are on Brooklyn Place near Sacramento Street, to Kum Fah; on Oneida Place, an alley off Sacramento Street, to Tam Clan; and the temple of the City God, opposite the Ning Yeung establishment.

"A Chinese temple," says Dr. Masters, "has no fixed time for religious service; no congregation meets together for united praise and prayer, or sits to listen to some exposition of doctrine and duty. The worshiper comes when he has something to pray about. Family sickness, adverse fortune, or some risky business undertaking drives him to the oracle. As he enters the temple, he makes his bow to the gods with clasped hands, lights his candles and incense, kneels upon a mat, and calls upon the god by name three times. He then takes two semi-oval blocks of wood, called Yum Yeung Puey, bows toward the idol, prays for good luck, and then tosses them up. The success of his supplication depends upon the position in which these blocks fall. If both fall in the same position, the omen is unfavorable; the god has left his office or does not wish to be disturbed. If one of the blocks falls with the flat side up, and the other with its flat side down, the god is supposed to be taking some interest in his business. The worshiper then knocks his head three times three upon the floor and offers up nis petition. This done, he takes a cylindrical bamboo pot containing bamboo slips about fifteen inches in length, each marked with a number. These are called 'sticks of fate,' and are shaken together with the ends turned to the idol until one is jostled out. The priest, or temple-keeper, looks at the number, consults his book, and hunts up the answer given to the man's prayer. The drum beats and the bell tolls. Offerings of paper money, a whole armful of which can be bought for half a dollar, are burnt in the furnace, and are changed by fire to the currency of the gods. It has taken only ten minutes to burn candles, incense, and gilt paper, say his prayers, cast his lot, get his answer, and be on his way home. Some happy morning, he may be seen repairing to the same temple to return thanks. An express-wagon laden with the choicest vegetables and fruits drives up, and after the gods have partaken of the feast through their olfactory nerves, it is carted home to the Chinaman's pantry."

The hospitals, fan-tan games, and less delectable part of Chinatown must be seen under the instruction of a guide. The best time to visit Chinatown is during the Chinese New Year in February. Reliable guides can be furnished at the various hotels.

"**New Year's**" is the chief event of celebration in Chinatown. According to the calendar of Confucius, it comes early in February of our year. The festivities last three days or more. At the midnight advent their explosives wake the city. What the creature of the queue does n't know about fire-crackers, bombs, and torpedoes, must be confined to the inhabitants of Mars. The gorgeous joss-houses overflow with barbaric splendor and ceremony. Streets and alleys are alight and ablaze with decorations. Paper panels (mottoes and admonitions) in black and white, inscribed in heavy gilt letters, and artistically bordered with crimson crepe paper, adorn the outer and inner walls in reckless profusion. Yellow silk flags with black dragons, red flags with yellow crescents, and yellow flags with white dragons or crescents, float from the principal houses.

John Chinaman, aristocrat, makes New Year's calls. He is a gorgeous creation for this function. A big, handsome Tartar, tall for a Chinaman, finely proportioned, lithe in his movements, with skin like old-gold satin, trousers and tunic of the richest brocade, in vivid greens, reds, and purples — behold him sketched from life this fine spring morning! A heavy, square-linked gold chain, set with precious stones, hangs about his neck and falls against his tunic front. His white stockings are fine silk, and his ivory-white and pale green *sabots* are gold-banded between the uppers and soles. His queue is glossy black and of fine length: he carries it looped about his hand as he walks, with the grace of woman with a light hold upon her skirts. This fine oriental product is a merchant prince of Chinatown, worth piles of money. He imports the costliest of wares—ebony and ivory cabinets and other furniture pieces that cost mints of money, wonderful table china and vases, embroideries upon silk, screens that only those with plethoric purses can dream of for a moment.

The grand street parade is not so certain a feature of the New Year celebration as in earlier and more prosperous years. They have a thirty-thousand-dollar gilded chariot, brought from their own country for these displays. In this the chief joss sometimes takes an airing. Then, their bands and banners, battle-standards, streamers, and what not, are both gaudy and elegant. If you buy incense-sticks and conduct yourself pleasingly in the great joss-house, they will show you the bewildering paraphernalia that belongs to the great parade, kept in an inner room of the sacred temple. This parade at its best is an expensive affair, and if the Mongol connot have it to suit him, he will omit it altogether.

On New Year's day, or just before, Chinamen square themselves with the world by paying all their debts. If they fail to do this, they are ostracized, except the creditor generously agrees to wipe off the slate himself, which he sometimes does, when he knows that the other honestly tried to meet his obligations.

Chinese Funerals.—The funeral of an important personage is an event for the Chinaman, and gives the outside observer a glimpse of their strange practices and superstitions in connection with their dead. The funeral ceremonies of "Little Pete," the prince of the Sam Yup tong, who was assassinated by the See Yups in January, 1897, was the most expensive and elaborate in the annals of Chinatown. The fortune of Fong Ching ("Little Pete") being up in the six figures, "no expense was spared." Gifts to appease the wrath of the gods were literally piled about his body as it lay in state in an upper room of his shoe factory (his residence also), on Washington Street, and house and walks and the street near were strewn with prayer-papers. (All these scraps were carefully gathered up and burned, as is done in the joss-houses; else the prayers do not ascend.)

The "crape" on the door was a long silken streamer, blazing red, finishing with green and yellow, intended to intimate to Mephisto that he will meet with resistance if he comes that way. These vivid colors and the hideous noises of their one-stringed instruments and tom-tom drums are for the purpsse of frightening away the Evil Spirit, and one would think they might prove effectual—for the Devil is said to be a fellow of considerable taste and judgment. The funeral services consist chiefly of the placing of offerings of conciliation, the burning of incense and of

VIEWS OF CHINATOWN.

prayer-papers in a gilded urn, and the display of cooked meats, quantities of fruit and boiled rice, sufficient to distract the attention of evil spirits from the deceased and to feed his soul on its journey to its own place in the Hereafter. The mourners wear white, and cover their heads and faces as with sackcloth. Hired wailers do their part heroically

"Little Pete's" body was inclosed in a rosewood and broadcloth casket. Loads of baked pig, boiled rice, and fruits were carried in a wagon behind the funeral carriage in the procession to the Chinese cemetery (a temporary place, with a receiving vault, where the remains repose pending preparation for shipment to China). This procession was a long one, with many accessories in the way of bands, banners, and flags. This is a state funeral; the ordinary Mongol gets less incense, fewer prayer-papers, less meat for his journey, and no flags and music. It is supposed the Devil is not so anxious for his soul.

Chinese Signboards.—The accompanying article from the *Overland Monthly*, entitled "Chinese in California," will, we doubt not, prove interesting:—

"Hop Wo, Wo Ki, Hop Yik, Tin Yuk, Shun Wo, Hang Ki, Chung Sun, Yan On, Cheung Kwong, Shan Tong, Wing On Tsiang—these signs, to-day so familiar in the streets of San Francisco, are not always the names of the parties composing the firms, not always the appellations of those dignified individuals who politely pour the tea and ask you to be seated when you enter their places of business; nor do these signboards always indicate the trade which is pursued, or the kind of goods to be found therein.

"To one who can read the signs in English only the sounds are not euphonious; but the same signs in the original language are suggestive, and in themselves poetical. Some, by reason of the spelling adopted, suggest a mischievous comment on the innocent shopkeeper and his wares. When the cigar-maker hangs out the sign 'Shun Wo,' it does not always follow that his name is 'Wo,' and that he is impelled by conscientious motives to utter this warning against himself, or that he simply makes an abstract statement; he merely proclaims that his establishment is the seat of 'Faith and Charity.' Hang Ki, the laundryman, also suffers in the eyes of the outside barbarian. A Chinaman reads in his sign only 'The sign of prosperity.'

"In the olden times more than now, the traveler in old England and through the country towns of our own Eastern States would be attracted by mottoes and devices painted upon signboards. These Chinese hieroglyphics which we see over their doors are of the same nature, and they are full of poetry to those who understand their meaning. Let us give a few examples.

"*Wung Wo Shang*—everlasting harmony, producing wealth; *Kwong On Cheang*—extensive peace and affluence; *Hip Wo*—mutual help and concord: *Tung Cheung*—unitedly prospering; *Tin Yuk*—heavenly jewel; *Tak Tseung*—virtue and felicity; *Yan On Cheung*—benevolence, peace, and affluence: *Wa Yun*—the flowery fountain; *Chung Sun*—sincerity and faith; *Man Li*—ten thousand profits.

"These are some of the signs which adorn the entrances of wholesale houses in our city. They are not, however, exclusively used by wholesale dealers, for over the meanest shops we find the most poetic inscriptions.

"The vertical signs standing or swinging near the doors of retail dealers in mixed merchandise read like this: 'Dried fruit, sugar, oil, rice. All sorts of goods from north and south to furnish customers.'

"Each store has its particular sign, a motto which it has adopted — and adopted, perhaps, after consulting some scholar or other person who may be supposed to know what sort of characters and sentiment may bring the most good luck. These signs, like every other part of the establishment, are blessed, when put in their places, by religious ceremonies. Some of these inscriptions, when interpreted, read: Peace and felicity; Perennial spring (may wealth flow in as an unfailing spring); Virtue and peace (wealth gotten virtuously will be enjoyed peacefully); Virtue and harmony; Everlasting plenteousness; All things complete; Glorious abundance; Eternal affluence; Spring of increase; Superabundant harmony; Sign of the best; Sign of the seasons.

"Apothecary-shops show a vertical signboard in a style like this: 'The hall of approved medicines of every land'; 'Fresh and perfect medicines decocted.' The particular signs, or *noms de boutique*, are characteristic of the profession, such as Hall of the Hill with Two Peaks (which was also the name of a famous doctor of ancient times); Great life hall; Promise life palace (take our medicines, and we insure added years); Benevolence and longevity hall; Hall of harmony and the apricot forests; Hall for promoting tranquillity; Hall of everlasting spring; Hall for multiplying years; Hall of all peace; Vast age hall; Hall of joyful relief; Hall for promoting harmony.

"Clothing stores swing a board whose inscriptions tell of 'New clothes, shoes, stockings, and caps,' and 'New goods for family use, to furnish customers.' The name of the shop may be Union and harmony; Elegant and ornamental; Union and peace; Rich and luminous. But the composition of these characters is suggestive of the characteristics of the trade; such as switching, twisting silk, embroidery, weaving, etc.

"Restaurants announce their business in such terms as these: 'Manchau and Chinese, animal and vegetable [food] by the meal, with wine, diversions, and entertainments.' Each restaurant has its particular style or title. We have the Almond-flower chamber; Fragrant almond chamber; Chamber of the odors of distant lands; Fragrant tea chamber; Garden of the golden valley; All-fragrance saloon; Balcony of joy and delight.

"A butcher's sign reads after this manner: 'We receive the golden hogs — that is, we take whole hogs to roast,' (as we see them roasted whole for the sacrifices, in their golden-colored skins). Greasy and prosy as their business may seem to be, still we find them quite up to the other trades in the choice of sentiments for their shops. Great concord; Virtue and harmony; Brotherly union; Constant faith; Everything complete; Virtue abounding; — these are some of the sentences which grace the meat-markets.

"We have pawnbrokers whose shops are known by such proclamations as these: Great and glorious pawnbrokers; Mutual benefit pawnbrokers; Honest profit pawnbrokers; Let-each-have-his-due pawnbrokers; Peaceful affluence pawnbrokers.

"The workers in gold and silver announce their business thus: 'Gold and silver ornaments — convenient exchange;' that is, deposit your gold and silver to be made up as ordered. Like the tailors, they have selected characters for their signs which not only express beautiful sentiments, but which also indicate the nature of their trade — Flowers and delight (they engrave flowers upon the ornaments they manufacture); Original gold (pure gold), precious jewels; Flower pearls; Gold and precious stones.

"We have slipper manufacturers who, besides the signboards announcing their business, are not behind their neighbors in the laudable strife to adorn the street with those sacred characters which awaken poetic thoughts in the minds of Chinese scholars, and often serve to call up some passage of their venerated classics. The same is true of the tinners.

"There are also intelligence offices. On their signs we read: Flowing out and coming in (furnishing servants and taking in the fees); Sam Li (profit for three—for the three partners, or for the man whose name is 'Number Three'); Righteousness as an overflowing fountain.

"We have a Chinese store of foreign goods. The sign is 'Chai Lung Shing,' and it means 'abundant relief.' San Franciscans have noticed that notwithstanding the people in this store have changed occasionally, still the sign remains the same. So of many other Chinese stores.

"San Francisco furnishes engravers in wood, and men who cut the wooden blocks for printing. One of these hangs over his stand the characters signifying 'pearl strokes.'

"The manufacturers not of silver shrines for Diana, but of paper shrines for gods and goddesses, paper images, and paper clothing and furniture for offerings to the gods, display their signs.

"The signboards of the cigar-makers would suffice for a short chapter, but we give only these five specimens: Fountain of righteousness; Harmony and profit; Abounding happiness; Excellent thoughts; Fountain of the most excellent; Constant increase of wealth.

"Our Chinese barbers have their signs, and, like our own knights of the razor and shears, they seem also to have an emblem of their trade, which, in their case, is the washstand and basin placed outside the door.

"Chinese doctors are not scarce. One hangs out a board on which we read: Yeang Tze Ying feels the pulse, and writes prescriptions for internal and external diseases; Dr. Ma U Yuk feels the pulse, and heals thoroughly the most difficult and unheard-of diseases; Dr. Tseang Ling cures wounds caused by falling or by being struck, also broken bones, so much for the job. Another advertises to cure small-pox. Another proclaims the diseases of children as his specialty, We have also clairvoyant physicians —men professing to be the mediums of one Wong Fat Tong, a herdsman's boy, who went to hisaccount nobody pretends to say how long ago.

"We have fortune-tellers also, of whom one, Mr. U Tin (or Rain-Field) proclaims himself a scion of the family of the renowned Shiu Hong Chit, and a divine reckoner by the 'eight diagrams' of man's destiny. But Mr. U Tin does not tell all the fortunes; other men have had distinguished ancestors, and hold intercourse with the spirit-world, and can decipher the diagrams, dissect the characters forming a person's name, and read the lines in the palm of the hand, as well as the descendants of Shiu Hong Chit.

"It is not common for wholesale dealers in opium to put up a special announcement of this branch of their business, but the red cards of the petty vendors of the drug, which are pasted on the glass windows and doors of their stalls, are more than could be numbered in a short time. These cards read; Opium dipped up in fractional quantities; Foreign smoke in broken parcels; No. 2 opium to be sold at all times. This 'No. 2 opium' is what is scraped from the pipes after use, prepared again, and sold to those who cannot afford the fresh article. The smoking-dens are known by their red cards, which read: Pipes and lamps always convenient.

"Boarding-houses also give employment to signboard makers, and so do lodging-houses.

"One theater calls itself the Ascending Luminous Dragon. Another claims to be the Newest Phœnix.

"Within the stores and shops we find scrolls hanging on the walls, and sentences written upon red paper and pasted upon the walls, over the doors, over the shelves and the money-chests. On the scrolls are quotations from the classics and original sentiments. On the red papers are what seem very much like prayers to the gods. Some of them read in this manner: New year, great good fortune; In all things may our desires be met; Let the four seasons abound in prosperity; Merchandise revolving like the wheels; Goods flowing out and coming in; Let the east and west assist our plans; Wealth arising like the bubbling spring; Profit coming in like rushing waters; Customers coming like clouds.

"There are inscriptions of this sort for the assurance of customers: Goods honest, the price true, neither young nor old will deceive (honest clerks); Once seeing and once speaking fixes it; Not two prices. The customers, however, are advised that the market value of goods may change during the day by such an inscription as this: The price in the morning may not be the price in the evening.

"On the weighing-scales we sometimes see these inscriptions: Scales, be busy and prosperous; Daily weigh your thousands of gold. On the safe we read: Heap up gold; Amass precious stones. Over or at the side of the door are written these or similar sentiments: Ten thousand customers constantly arriving; Let rich customers continually come.

"The sitting-room has these decorations: Sit with honorable men; Point to the day of returning (that is, may we be able to speak of the time of returning home as near at hand); All things as you desire; What the heart desires, may the hand perform.

"On or over the doors of dwellings we read: Let the Five Blessings come to this door. Within the dwelling we read: May good fortune fill the house; Men and things all flourishing; Old and young in health and peace. At the stairway is the inscription: Ascending and descending in safety and peace.

"On the red cards pasted on the walls of schoolrooms are these and similar sentiments: Become famous in poetry and books; Thorough study, final success.

"What have we Americans in our signboard literature to compare with this of our Chinese neighbors? We see sometimes on saloon-windows the beer-mug and the beer-bottle, with the foaming liquid bursting forth; a pair of crossed cues and the billiard-balls adorn other windows; a carved Indian offers us wooden cigars; the shoemaker shows us pictures of boots and slippers; the blacksmith, some symbol of his craft; and our shop-windows are crowded with specimens of articles to be found within. These strike us as designed especially to draw customers, and are suggestive only of traffic.

"In the old countries, and on the oldest tavern signboards, may still be found such devices as the Stag's Head, Golden Eagle, Red Lion, etc. These may be somewhat suggestive of poetic thoughts, but, as must be acknowledged, the sentiment is not very inspiring.

"It may be asked, Do the Chinese appreciate the sentiments of their signs and mottoes? and does the frequent reading of them exert a favorable influence upon their character? An affirmative answer may undoubtedly be given to these questions.

"When Chinese gentlemen meet on business, they do not usually (especially in their own country) plunge at once into conversation about merchandise, prices, exchange, and the standing of other commercial houses; but time is taken for pipes, for tea, and for compliments, and nothing is more common than for the guest to read, dissect, and remark upon the scrolls on the walls, and on the meaning of the sign, by which all present have their memories refreshed with whatever moral lesson or poetic sentiment the inscription is designed to convey.

"There can be no doubt that the moral maxims of the Chinese are in advance of the conduct and general character of the mass of the people; still we cannot but believe that the frequent reading and hearing of elevating thoughts, of moral aphorisms and proverbs, have exerted a powerful influence in preserving the people of the "Central Flowery Kingdom" from sinking to the depths of poverty, degradation, and vice, to which many other once civilized nations have fallen."

THE PRESIDIO

The Presidio, although a military reservation, may well be classed among the parks and pleasure-grounds of San Francisco, so charming is its location on the bluffs of the Pacific, so ample in extent and excellent in condition are its grounds, walks, and drives, so varied and pleasing its perennial verdure and blossom. The reservation comprises one thousand five hundred and forty-two acres, four miles and a half northwest of the business center of the city. It has a frontage on the bay of a mile and a half, and nearly the same on the ocean, with the posts of Fort Point, a mile northwest, near the harbor mouth; Alcatraz Island, north and eastward; Point San José, east; and Angel Island, northeast, plainly in view. The United States Marine Hospital and Mountain Lake are on its southern boundary. The Presidio was first occupied by Spanish troops in June, 1776, acting as escort to the priests who came to establish the Mission Dolores. For three-quarters of a century it was the military headquarters for the Spanish and Mexicans, until its occupation by the United States, in 1850.

The Presidio is known, especially in military circles, as one of the most desirable, valuable, and beautiful reservations the Government possesses. General Miles, whose home it was for so many years said this. The post buildings are good structures, the newer ones being of brick. The present buildings comprise officers quarters, soldiers' barracks, cavalry stables, ammunition magazines, and others necessary. A cemetery, church, and chapel are within the reservation.

A drive through the Presidio, around Fort Point by Baker's Beach, to Golden Gate Park must be enjoyed in reality, as no pen can picture its beauty of scene and exhilarating effect. It is not surpassed by any scenic carriage-route on two continents.

The Presidio and Harbor View line, from the ferry wharf *via* Montgomery Avenue and Union Street, terminates with the Presidio (fare, five cents). Another route is by the California-street cable cars to Central Avenue, whence the walk to an entrance on the southern boundary is but a block.

SAN FRANCISCO BAY

The Bay of San Francisco, as every schoolboy knows, is accounted one of the finest harbors in the world. The fleets of all the nations of the earth could ride at anchor in its peaceful waters. The narrowest point from land to land at the Golden Gate, where bay and ocean meet—from Fort Point to Lime Point,—is less than a mile, and within this gateway are three hundred miles of shore line, including San Pablo and Suisun Bays—a great inland sea. San Francisco Bay is sixty miles north and south, with an average width of nine miles. And every mile of its shores is a picture, changing as you place the limit lines.

The Sacramento River flows in from the north, bringing with its current waters from the glaciers of Shasta, three hundred miles northeast, and thousands of feet above, and the breath of the orchards, gardens, and grain-fields that border its course five hundred miles through the fertile valleys. Tide-water flows as far as Sacramento City, one hundred miles inland. The Feather, American, and San Joaquin Rivers swell the volume of the Sacramento sometimes beyond the confines of its banks. The river is navigable for small boats as far as Red Bluff, in Tehama County.

The works of nature and of man combined make of San Francisco a remarkably well-fortified city. The rocky islands at the entrance of the bay, and the lofty headlands either side, with fortifications at and near the Presidio, bristle with "great guns." Fort Point, or, to use its geography name, Fort Winfield Scott, is a mile northwest of the Presidio, near the harbor mouth. The old structure, of brick and granite, was completed in 1858. It is no longer used as a fort, modern appliances having outgrown its plan. On the bluff overhead and at the south, is placed a battery of modern dynamite guns, among the newer of which are some of the largest ever cast in America. One immense gun was placed in April, 1897, which cost nine hundred dollars to transport across the continent. With dynamite well planted in the harbor and overhanging the "Gate," San Francisco could bid defiance to any fleet of ships that meant mischief. Of greater every-day service are the lighthouse and fog-signal at the fort.

The islands of the bay are all part of the United States military reservation. Alcatraz, smallest in size, is largest in importance. Its area is not more than twelve acres, and it has no resources of its own. Nature and Uncle Sam have made it a fortress well-nigh impregnable. It contains the principal Federal prison on the Pacific Coast, in which several noted criminals have been confined. The island and the city (the Presidio) have telegraphic and telephonic communication; a lighthouse and fog-signal are located here. Alcatraz was reserved for military purposes in 1850, and was first occupied by United States troops in 1859. From any point of view, from the main land, or from steamer deck as you pass the Golden Gate out San Pablo way, its nearer view is picturesque and pleasing. It guards well the entrance to the Golden Gate.

Angel Island, largest of the three in the bay, is two miles north of Alcatraz It is three miles long and one mile wide. The western slope is green with shrubbery, and the little vales are pretty with native grasses and wild flowers. There are pure fresh-water springs and artesian wells on the island. The military barracks and officers' quarters are pleasantly located. Fortified points around the island are connected by good wagon-roads. The island was reserved for military purposes in 1850. The National Quarantine Station is located there.

Yerba Buena Island (commonly called Goat Island) is off the Oakland shore. It contains two hundred acres. Here are workshops for construction of coast buoys and signals. It has recently been created the "United States Naval School of the Pacific."

Mare Island, off Vallejo, northeast in San Pablo Bay, is the Naval Station of the Pacific.

Special permit must be obtained to visit the islands of the reservation. Apply at the United States Army Headquarters, Phelan Building, No. 806 Market Street. Government steamer from Clay-street wharf twice daily, except Sunday.

Lime Point, in Marin County, is across the Golden Gate entrance, opposite Fort Point; then Point Diablo and Point Bonito, upon the latter of which is a lighthouse.

The Farallone Islands, twenty-eight miles west of San Francisco, are a rocky group, first sighted as the ships approach the Golden Gate. The Government maintains a light of the first magnitude on these islands.

In this water tour one gets delightful glimpses of the cities about the bay, and of various points of historic and scenic interest. Coming in from the northwest, crossing the meeting of the currents at the Golden Gate, the impressionable person is quite transported by the view of San Francisco. Travelers who have seen both always liken it to the Golden Horn, with the domes and minarets of Constantinople rising before them, with no afterthought of the narrow, filthy alleys and dog scavengers, as in the Turkish capital, to dispel the charm. Seen in the sunset glow, which sets bay and shore aflame, or in the soft purple of the afterglow, when the lights of the town begin to blossom up and down the dimly outlined hills, out to the first faint stars of the horizon, it is doubtful if the Orient city ever gave to appreciative eyes a picture so beautiful. In this comparison, the Poet of the Sierras gives the palm to San Francisco Bay and City.

There is no regular service by which this trip may be made, and it is only periodically that pleasure parties are organized to "do the day." The excellent ferry-boats in every direction in the upper part of the bay serve the traveler admirably. His knowledge of the southernmost portion may be gained by easy trips alongshore inland.

OAKLAND — ALAMEDA — BERKELEY

Oakland.—(Broad-gauge ferry—from foot of Market Street, across the bay four and a half miles; thence by rail along the mole one and a half miles; total distance from San Francisco, seven miles. Narrow-gauge ferry—from foot of Market Street to the mole; thence by rail to Fourteenth Street. Fare, including steamer and rail, ten cents; round trip, twenty cents.)

Next to San Francisco, the largest city on the bay is Oakland, the county seat of Alameda County, with a population of seventy thousand. Communication between the two cities is continuous throughout the day; in fact, the ferry-boats rest but four hours in the twenty-four. In the early morning, and after seven o'clock in the evening, the boats run every half-hour, and during all the rest of the day every fifteen minutes. It is largely owing to this frequent ferry service that Oakland, Alameda, Berkeley, and the other small towns in their immediate vicinity have been built up so rapidly. The whole district has been somewhat disrespectfully, though not inappropriately, called the "bedroom of San Francisco," as so many of the merchants and business-men of the latter city spend the day on the peninsula and the night on the east side of the bay.

Topographically, Oakland is the very antithesis of San Francisco. It is a long, level city, extending on either side of the railroad which traverses it. It has many fine, well-paved streets, holding out inducements to the rider and driver in every direction. Being to a great extent a residence city, Oakland has many fine homes; and immediately beyond those streeets which are devoted strictly to business ornate residences, with fine lawns and well-kept shrubberies and parterres, extend on every side. The roads are well paved, the street-car service, almost wholly by electric propulsion, is very efficient and extensive, and the entire city has a well-kept, thrifty, and prosperous air.

The steam railroad runs along Seventh Street, making frequent stoppages between West Oakland, as the first station is called, and East Oakland, formerly known as Brooklyn, on the outskirts of the city. The main station is at Broadway, a thoroughfare running at right angles to Seventh Street, and with it cutting the town into four sections. Those who desire to see the city will find it to their advantage to get off at the Broadway station. On either side, Broadway is lined with fine modern buildings, constructed of stone and brick, exteriorly attractive and interiorly convenient. To the south of the railroad two blocks is the Hall of Records, a fireproof building, and opposite is the "Palace" of Justice.

Oakland has many pet names; as "The City of Churches," "The Athens of the Pacific Coast," "The City of Roses," "The City of Homes."

Among the finest edifices devoted to religious worship is the Church of St. Francis de Sales, within sight of the City Hall, on San Pablo Avenue, near Twenty-first Street. This church is built entirely of red pressed brick, Gothic in style, and was the gift of an Irish lady for many years a resident of Oakland. Among other large churches are St. Paul's Episcopal, on Fourteenth and Harrison Streets; St. John's Episcopal, on Eighth and Grove Streets, a quaint and picturesque little structure hidden among the pine-trees; the First Presbyterian, on Fourteenth and Franklin Streets; the First Congregational, on Twelfth and Clay Streets, probably the largest structure in Oakland of its kind; the First Unitarian, on Fourteenth Street, one of the handsomest churches in the city; and the Church of the Seventh-Day Adventists, on Bush Street near Fourteenth.

Lake Merritt, an attractive feature of Oakland's suburban scenery, was named for Dr. Samuel Merritt, the pioneer patron saint of the city in its upbuilding and improvement. A boulevard around the lake is in course of construction, about a quarter of a mile of which has been completed.

Oakland has a number of quite extensive factories, and has many inducements to offer to the varied industries possible on the Coast, in the way of location, and rail and water facilities for transportation.

Oakland is notably well supplied with schools of every class. The handsome High School building is of recent date. Its proximity to Berkeley, with direct communication by both steam and electric cars, gives Oakland quite the air of a University town.

There is a fine Free Public Library on Fourteenth Street, close to the City Hall. It contains well-selected current literature, is well supplied with the classics in English, and keeps well up in works of fiction, science, and art. It has an excellent feature in the free reading-rooms, where the daily papers, magazines, and periodicals are always at hand. There are a goodly number of these rooms scattered over the city. They have proven of great benefit. There is a fine library also in the Odd Fellows' Building.

The principal social club of Oakland is the Athenian Club, on Fourteenth Street, opposite the City Hall. It has something of the same reputation in Oakland that the Bohemian Club of San Francisco enjoys in a wider territory. The two principal athletic clubs are the Acme and Reliance, both of which have figured in athletic contests of all kinds with different clubs of the coast.

Oakland has its Masonic associations, its Odd Fellows' societies, Young Men's Christian Association, Native Sons' parlors, and other organizations of a beneficial, social, and charitable order quite in keeping with the progressive character of the city.

The principal hotels are the Crellin, on Washington Street, near Twelfth, the Galindo, on Eighth Street, near Broadway; the Metropole, on Jefferson and Thirteenth Streets; and the Albany, on Broadway and Fifteenth Street. Among the principal restaurants are Barnum's, on the corner of Seventh Street and Broadway, and the Maison de l'Opera, in the Macdonough building, close to the narrow-gauge depot and within easy reach of Broadway.

There is one first-class theater, the Macdonough, on Fourteenth Street, near Broadway. Other theater buildings are the People's and the Oakland.

By the ample street-railroad facilities, already referred to, the suburbs of Oakland are reached speedily and pleasantly. The fine level roads, the rapid transit, and the picturesque residences which line the streets make these rides in almost any direction very attractive. Nearly all the car lines converge in the vicinity of the City Hall, or can be reached by walking half a block in either direction from Broadway Station. These rides can only be indicated, leaving to the traveler the choice of his route, with the assurance that in whatever direction he may elect to go the trip will be a source of pleasure and satisfaction. The fares are the same in every direction within the city limits, and in only two or three directions beyond the boundary exceed five cents. One of the most picturesque of these car trips is along the road to Piedmont. This line of cars runs directly into the hills, passing on the way St. Mary's College, of the Christian Brothers; Fabiola Hospital, one of the best on the coast; and Mountain View Cemetery, considered the most beautiful burial-ground of the Pacific Slope; it was laid out by the celebrated landscape gardener, Frederick Law Olmstead, who designed Central Park in New York City. On this road is the large bathing establishment known as the Piedmont Baths, where bathing of every kind, Russian, Turkish, salt-water, medicated, plunge, and swimming may be enjoyed. At the terminus of the line is Blair's Park, at one time a very favorite place of resort, and still much frequented by pleasure-seekers. In this park is Inspiration Point, from which one of the finest views of the Bay of San Francisco, the Golden Gate, and the shore line is attainable. To enjoy this panoramic view at its best, choose the sunset hour.

Three separate lines in addition to the steam line, run to the adjacent towns of Golden Gate, Lorin, and Berkeley. All these are suburbs along the bay. The most important of them is the University town, mention of which is made elsewhere. (See *Berkeley.*)

In an easterly direction, one of the most picturesque rides is on the double-decked cars, starting from Eighth Street and Broadway and running to Trestle Glen, a favorite picnic-ground. Those for whom orchards and fruit country have a particular attraction will find that the trip to Haywards is most gratifying in those directions. At the terminus of the Haywards line there is a park and a pleasure resort, a fine hotel and restaurant, and here, also, one gets another view of San Francisco Bay.

Among the Contra Costa hills, north and east, is the home of Joaquin Miller, the Poet of the Sierras. His farm of about two hundred acres is well up in the foothills and not easy of access. It is known as "The Heights," and is two miles more or less, according to the trail you take, from Dimond, the post-office station at the terminus of the East Oakland scenic route. Mr. Miller insists that there is not another such panorama spread before eyes that know and love the beautiful as may be had from various vantage-points of his mountain ranch. Where his cabin is built is where Fremont had his camp, and it was while overlooking this scene that inspiration came, and he named the Golden Gate. Here the eccentric old poet lives, with his mother and a few chosen helpers and associates, and works and communes with nature.

Electric cars connect at short intervals with the charming city of Alameda, and the ride will be found attractive, even though the visitor should be obliged to deny himself the pleasure of a stay in the town, as the cars go out by one route and return by another, traveling in a loop.

Alameda.—(Ferry at foot of Market Street to either broad-gauge or narrow-gauge mole. Distance to Park-street station, nine miles. Fare, ten cents; round trip, twenty cents.)

Easily reached by the half-hour ferry and short rail ride from San Francisco, is the little suburban town of Alameda; population, twenty thousand; one principal business street, and a number of wide, level, well-paved roads, lined on both sides with picturesque houses in all styles of architecture, and varying in size from the tiniest cottage to the most imposing mansion. A double line of rail traverses the town. One of these runs from the broad-gauge mole, and, turning off at the foot of Broadway, crosses the estuary, and extends almost due east along the northern side of the city, trains running hourly in both directions throughout the day. The line from the narrow-gauge mole runs along the southern boundary, and is a part of the narrow-gauge road to Santa Cruz. By the local service on the latter line, Alameda enjoys a half-hourly service to San Francisco. The principal station is at Park Street.

While the city does not make much claim to the possession of imposing public buildings, it has a number which are worthy of passing notice, chief among them being the City Hall, a handsome, roomy structure, in the Spanish style of architecture, on Santa Clara Avenue. The principal hotel is the Yosemite, at the corner of Park Street, facing directly on the narrow-gauge railroad. Alameda boasts of an opera-house, the possession of its own electric-light plant, a good water supply, and a free public library. When the estuary shall have been completed, Alameda will be an island. On this estuary, to the north, there are splendid opportunities for boating and sailing with perfect safety, and along the mole some of the most important sculling matches which have taken place on this coast have been held. The Encinal Boat Club, has well-appointed quarters on the south side of the narrow-gauge track, near Morton-street depot, and is a very popular resort for young people, particularly in fine weather. The location is sheltered, and there is abundant water at all times for sailing, rowing, and bathing. Between it and Alameda Point, the first station on the narrow-gauge road, there are several public bathing establishments and pleasure-grounds, which are well patronized.

Alameda is favored by horsemen, cyclists, and drivers, on account of the splendid pavement of its roads and their unusual width. The streets of handsome homes are bordered by shade-trees. In fact, Alameda is a model suburban town, and revels in garden-like lawns and a floral wealth quite indescribable.

When Oakland, Alameda, and the intermediate towns consolidate, as is sure to be accomplished, the metropolis on the peninsula will have an ambitious big sister in her friendly neighbor.

Berkeley.—(Broad-gauge ferry, at foot of Market Street, to Oakland mole; thence by train direct. Distance, eleven miles. Single fare, ten cents; round trip, twenty cents.)

Berkeley enjoys good transportation facilities with San Francisco and Oakland. The ferry and railroad make regular communication with San Francisco every half-hour in the morning till ten o'clock, and in the afternoon from three to seven o'clock. At other times, every hour up to midnight. Quarter-hour communication can be made throughout the day by the use of the regular Oakland ferry service, broad-gauge and narrow-gauge, to Oakland, and thence by one of three lines of electric street-cars to Berkeley.

Berkeley is the university town on the eastern side of the bay, being the site of the University of California. It is a town of beautiful homes and a highly cultured community. People are attracted to it as a place of residence both on account of the matchless character of its situation and of its superior educational advantages. It covers the space that lies directly opposite the Golden Gate, from the shore line of the bay to the foothills, a distance of two miles. The hills rise behind it to a height of two thousand feet. Its chief scenic attractions are these beautiful hills and the noble expanse of water that lies in front. Its population is fifteen thousand. It has a high school, public elementary schools, and several important preparatory schools for young men and young women, and two State institutions—the University of California and the California Institution for the Deaf and the Blind.

The University of California was organized by an act of the Legislature, signed by the Governor on March 23, 1868. It grew out of the consolidation of the old College of California and the Congressional land grant of 1862 of one hundred and fifty thousand acres for a College of Agriculture and Mechanic Arts. The site at Berkeley, unrivaled in the world as a college home, and now consisting of two hundred and forty-five acres, was received from the College of California.

The organization of the University comprises the following departments: In Berkeley—eight graduate and undergraduate colleges, namely: Letters, Social Sciences, Natural Sciences, Agriculture, Mechanics, Mining, Civil Engineering, and Chemistry; at Mt. Hamilton, in Santa Clara County—the Lick Astronomical Department; in San Francisco—the Mark Hopkins Institute of Art, the Hastings College of the Law, the Medical Department, the Postgraduate Medical Department (the San Francisco Polyclinic), College of Dentistry, College of Pharmacy, and Veterinary Department.

The Mark Hopkins Institute of Art is located in the beautiful Hopkins mansion, on the crown of California-street hill. It was the gift of Mr. Edward A. Searles, of New York. The other San Francisco colleges are shortly to be grouped in what will be known as the Affiliated Colleges Buildings, a fine site for which was donated by the Hon. Adolph Sutro. This site contains nearly thirteen and a half acres, and lies south of Golden Gate Park, near First Avenue. The buildings, for which the Legislature in 1895 granted $250,000, are now in course of construction.

The sources of the University's funds are threefold—State appropriations, Federal appropriations, and private benefactions. From the State the University has received, in direct appropriations, for buildings, equipment, and endowment, $1,806,449, and

BIRD'S-EYE VIEW OF UNIVERSITY OF CALIFORNIA BUILDINGS.

since 1887 the income of a one-cent tax on each one hundred dollars of the taxable property of the State. The Legislature of 1897 provided for the levy of an additional cent, making from this source two cents on each one hundred dollars, or, according to the present assessments, about $240,000 a year. From the United States the University has received grants of land which have yielded $834,650, and receives annually $15,000 for work in agricultural experiment stations, and $25,000 for the aid of the general work of the Colleges of Agriculture and Mechanics. From private benefactions, besides the site at Berkeley, the Sutro site in San Francisco, the Mt. Hamilton site, and the Mark Hopkins Institute of Art, the University has received gifts to the value of $1,750,000. Among the principal deceased benefactors may be mentioned James Lick, S. C. Hastings, Michael Reese, F. L. A. Pioche, Edward Tompkins, H. D. Bacon, A. P. K. Harmon, J. C. Wilmerding, Harold Whiting, and George M. Richardson. Among the living benefactors are Mrs. Phebe A. Hearst, D. O. Mills, Esq., and Levi Strauss, Esq.

The University has in its general fund about two million dollars, and in special funds, or endowments for specific purposes, about one million more. In addition to the income of these funds, it receives the State revenue of two cents on the one hundred dollars and from thirty five to forty thousand dollars annually from the United States Government. The value of its property not yielding income, in lands, buildings, and equipment, is estimated at $3,364,817.

The University of California has fully shared in the general advance observable among the universities throughout the country The number of its students has increased during the last few years with marvelous rapidity. In 1890, there were seven hundred students in the departments at Berkeley, and in 1896, fifteen hundred. In 1897, in all the departments, the number of students is more than twenty-three hundred. The number of the faculty at Berkeley is one hundred and ten, and in all the departments two hundred and fifty.

Mainly through the active interest of the University, a fine system of high schools has been developed in the State. In 1887, there were not more than twenty of these; in 1897, the number is more than one hundred. The method of accrediting preparatory schools is acknowledged to be the most thorough in vogue anywhere, and is regarded as most helpful in promoting the general education of the State.

The interest of the people in the University and their generous support of it are indicated by the fact that the one-cent tax of 1897 passed the State Legislature by a unanimous vote of both houses. The University of California has already received larger gifts from private sources than any other State university. And now Mrs. Phebe A. Hearst has announced that she has in contemplation large gifts in addition to her former benefactions. Levi Strauss, Esq., has contributed generously to the support of scholarships; and other persons, whose names are for the present withheld, have promised, for buildings and endowments, upward of four millions of dollars.

Under the patronage of Mrs. Hearst, the University has now in course of preparation an architectural plan of buildings of greater magnitude than has ever been undertaken by any university. The work of securing this plan is in the hands of a special board of trustees, consisting of Governor Jas. H. Budd, Regent J. B. Reinstein, and Professor Wm. Carey Jones. It is designed to secure a plan to which all the buildings needed by the University in its future growth shall conform. Everything that has been done in the way of building down to the present time is to be ignored, and the grounds are to be treated as a blank space to be filled with a single, comprehensive, and harmonious architectural scheme. The co-operation of architects in Europe and America is now being enlisted. A programme of the work will be submitted to them, and by impartial competition it is expected that the best plan the world can yield will be obtained. Absolutely free scope will be given to the genius of the architect, and he will have an almost unique opportunity in the history of his art. With five million dollars already promised for buildings, it is not expected that the execution of the work will be delayed by lack of means. There will be at least twenty-eight buildings, all mutually related, and by broad lawns and groves of trees entirely cut off from anything that could mar the effect of the picture.

The present buildings on the University campus at Berkeley have been built as the exigencies required. They are commodious and convenient, but make no architectural pretension.

The general library, kept in the Bacon Art and Library Building, now contains sixty-six thousand volumes, and its particular value is as a reference library. It is in continual receipt of a large number of periodical publications, literary, scientific, and general, has fine author and subject catalogues, and full indexes. It is constantly augmented by gift and purchase, the income of the Reese fund of fifty thousand dollars being the principal source of supply in this direction.

The gallery of fine arts, on the upper floor of this same building, contains several fine pieces of sculpture and seventy-one paintings, jointly valued at over two hundred thousand dollars. The entire building is lighted by electricity, and thus made available to students during the evening hours.

The Mechanical Laboratory is a new structure on the north side of the grounds, modern in design, and as nearly perfect as possible in its equipment.

The North and South Halls have the usual lecture and professor rooms of a university.

The Conservatory is situated to the northwest of the North Hall, and a little to the west of the Mechanical Building. It is one hundred and seventy feet long, has a maximum width of sixty feet, and incloses an area of seven thousand square feet. The structure is of glass and iron, has five subdivisions, arranged for different temperatures, according to the needs of different classes of exotics.

The California Institution for the Deaf and the Blind is located at Berkeley, half a mile south of the State University. It is established for children who, by reason of their infirmity, cannot be educated in the common schools. It is in no sense an asylum. The curriculum of the classrooms embraces the studies usually pursued in grammar and high schools, and a few students are prepared for the University. It is the aim of the institution to so train its pupils in both head and hand, as to be able to compete in the world with those who can see and hear.

The site is similar to that of the University, and gives much of the same beautiful views. The buildings are solidly built, well arranged, and well equipped. The grounds are kept in admirable condition. The number of pupils is about two hundred, of whom some fifty are blind.

SAUSALITO — MILL VALLEY — MOUNT TAMALPAIS — THE LAGUNITAS — CAMP TAYLOR — TOCALOMA — DUNCAN'S MILLS — CAZADERO

AFTER the tourist has visited "the cities across the bay,"—meaning Oakland, Alameda, Berkeley, and their attractive suburban resorts,—his next journeys lie north, through the coast counties. First, in natural order, is Marin County and the western part of Sonoma, *via* the Sausalito Ferry from San Francisco, and the North Pacific Coast Railroad, on to Cazadero, a distance of eighty-seven miles; and the first stop, of necessity and of choice, is at—

Sausalito.—(Reached by ferry-boat from the Union Ferry Building, and crossing the bay, passing in view of the Golden Gate and near the fortified island of Alcatraz. Boats run at intervals of about one hour on week-days, from 7 A.M. to 6:35 P.M., with late theater boats on Mondays, Wednesdays, and Saturdays; extra trips on Sundays. Distance, six miles.)

Sausalito (Spanish for "little willow") is one of the most charming rural spots in the vicinity of San Francisco. The hills rise steeply almost from the water's edge, and the homelike residences of many San Franciscans clamber up the terraces in a most artistic fashion.

On a bright summer day, with the yachts at anchor in the shining waters of the bay, the hills covered with foliage, and the pretty cottages peeping out from amidst the verdure, it needs no stretch of the imagination for the traveler to feel that he has suddenly discovered a strip of the Bay of Naples, Santa Lucia, or some other Italian seaboard town. Sausalito is a yachting, boating, and bathing resort, has many attractive walks, and two good hotels.

The particular beauty of the place is the magnificent panoramic view which it commands of the bay. From the hills behind it, a bird's-eye picture of San Francisco is obtainable, and, if the weather be clear, of Oakland, Alameda, and Berkeley, with the Mt. Diablo range in the background. The sheltered bay affords anchorage for three-fourths of the pleasure yachts which form the fleets of different boat-clubs whose houses are set on piles at the foot of the hills on which Sausalito lies. The Pacific and San Francisco are the principal clubs. A picturesque and easy walk from Sausalito, in a southwesterly direction, skirting the hill, leads to Point Bonita, passing Lime Point on the way. At both these points there are lighthouses. The former is the northern horn of the Golden Gate.

At Sausalito, train may be taken for Mill Valley, four miles away, on the Mill Valley branch of the N. P. C. R. R.

Mill Valley.—Here are the finest redwoods in the near vicinity of San Francisco. The valley takes its name from the old mill (now a ruin) built many and many years ago to convert the big trees into lumber. The tract was a long time in litigation, and its opening and platting are matters of recent history. The company in charge have kept in mind the grandeur of nature in the rapid upbuilding of the village nestled among the sequoias at the foot of Mount Tamalpais. Trees, shrubs, and flowers, rank and luxuriant in growth, are carefully guarded from the lawless hand, and the whole valley is clean as a garden and sweet as Paradise. Song-birds from both Americas and oversea have been domesticated, and no hunter's rifle ever wakes the echoes. A peculiarity of the redwoods may be here studied. The second and third generations of trees rise tall, straight, and majestic around the decayed parent stump, a dozen, more or less, forming the circle, dependent upon the age and strength of the ancient monarch. In some instances, the stump being quite crumbled away, a fair-sized room remains within the circle. What tenacity of life these *giganteas* possess, for a single tree to send up a small grove of vigorous children, having all the majesty of their progenitors, and destined to attain their size, if the thousand years are vouchsafed them!

Mount Tamalpais.—At Mill Valley close connection is made with the Mount Tamalpais Scenic Railway, which is a triumph in engineering. The air-line distance from the valley, from base to summit, is only three miles; but in order to reach this elevation the tortuous course of the railroad covers between eight and nine miles. This crookedness, however, is its greatest charm, affording, as it does, a constantly changing view. The road is well built, the roadbed being cut into the solid rock of the mountain-side all the way. Steam traction locomotives are used, and the system of brakes is so perfect that trains may be instantly stopped on any grade, thus making accidents impossible. The feeling of perfect security adds greatly to the delight of the upward journey. The scenic road enters at once the romantic and deeply wooded cañon of Blithedale. The music of falling water and of bird-song is in your ears. Fragrance of laurel and acacia, mingled with the balm of a thousand flowers, permeates the air—wild blossoms and garden favorites; for many a lovely home peeps out from an embowered hillside, or lies sunward on a little *mesa*, whose existence was all unsuspected.

The cañon crossed, the train swings out upon the broad, open flank of the mountain. From this point to the summit there are no trees to obstruct the vision, except here and there, where the beautiful cañons, filled with redwoods, madroños, oaks, and laurels, are crossed on curving trestles over running water; and these give a pleasing variety, and prepare us for the next picture, varied enough from the others to call forth fresh exclamations of delight. At intervals on our winding way we catch glimpses of the "Tavern of Tamalpais" at the summit, which we had seen from San Francisco, so high and white and far away. As we are gazing out over the grandeur of the expanse below us, our train is tying a "double bow-knot" on a little plateau on the southern shoulder of the mountain. The road parallels itself five times, working steadily upward to its goal, which is so near, apparently, one might toss a good-morning or a kiss of hand to friends on the hotel veranda; and then we are informed we are half-way up!

It is at this point the blue Pacific sweeps grandly into view. The vast panorama expands every moment. Mountain overlooking mountain, emerges above the horizon; the Bay of San Francisco spreads out, dimly distinct within its picturesque shores, lower and lower sinks San Francisco, and its heights that seemed so lofty when we stood upon them lessen and lessen until they are lost in the level; Mt. Diablo pushes his towering head above the Coast Range,—and suddenly the road swings northward, and we are at the landing upon which opens the wide hotel veranda.

Situated in a sheltered nook, with the summit crags for a background, the Tavern of Tamalpais, with its airy, delightful rooms and ample verandas, with its dream-inviting rocking-chairs, is as white and sweet and clean as a New England farmhouse, and gives you most palatable and wholesome cheer. A favored mortal you are indeed, if you may verify this by remaining over night, to view moonlight, starlight, and sunrise from its summit, or, rarer sight, to look down upon a sea of fog that cuts you off from the world below, leaving only a standing-place and an ethereal world of cloud and vapor above. Robert Louis Stevenson saw this, and the great white silence pervaded his soul-senses, and he made a word-picture of "the vast fog-ocean that lay in a trance of silence."

An enthusiastic Ohioan wrote: "Were a visitor to ask, 'Where is the most charming nook about San Francisco?' the reply must be, 'Quiet, entrancing Mill Valley.' And from its deep-green cañons and velvety hill-slopes the lover of natural beauty would be directed to look upward to rugged Tamalpais, the sentry mountain of the Golden Gate. To view the grandeur in the pictures to be seen from its summit, is to grasp the radii of more than two hundred miles of California's far-famed loveliness. If you are a good climber, the trails are pleasant, and steep enough in places to try the mettle of the ambitious ones; and the magnificent survey of land and water in ever-varying forms and tints to be had from every resting-place well repays the fatigue, which is not great, owing to the perfect atmosphere and the exhilaration of spirit — the uplifting of soul commensurate with the altitude its holding has attained.

"From the top of Tamalpais the ocean outlook covers a range of sixty-three miles, thirty-five miles beyond the Farallone Islands, where the Santa Cruz surfmen go out to gather abalone-shells and rare specimens of sea-moss. Eastward, one hundred and fifty-three miles away, are the eternal snow-capped peaks of the Sierra Nevada; southward, the eye is above the Santa Cruz range, resting on the hills below Monterey; Mt. Diablo stands out in bold relief beyond the inland seas; and Mt. Hamilton, eastward of San José, shows the Lick Obervatory, man's crowning glory in the interest of star-searching science. Livermore, Sonoma, and Santa Clara Valleys are in this part of the picture, and give the stranger an idea of the wonderfully fertile sections of this great State. The gateway of commerce, far below and dimly discernible, is indeed a Golden Gate. In the foreground are San Rafael, lovelier yet in the dreamful distance, the dimpled hills of Sausalito, the verdure of Belvedere, the islands, and the bays of San Francisco, San Pablo, and Suisun, reaching out like arms to grasp the inland commerce. The flags of the nations float from hundreds of mastheads, and over against the Mission Heights lies the Queen of the Occident Ocean, San Francisco — majestic, progressive, prosperous. This is the panorama which Tamalpais vouchsafes the visitor at various vantage-points as he climbs its rocky summit and rests thereon."

A WORD-PICTURE

BY CLARENCE URMY — (FROM "A VINTAGE OF VERSE")

As I came down Mount Tamalpais,
To north the fair Sonoma hills
Lay like a trembling thread of blue
Beneath a sky of daffodils.

. . . .

As I came down Mount Tamalpais,
To south the city brightly shone,
Touched by the sunset's good-night kiss,
Across the golden ocean blown.

. . . .

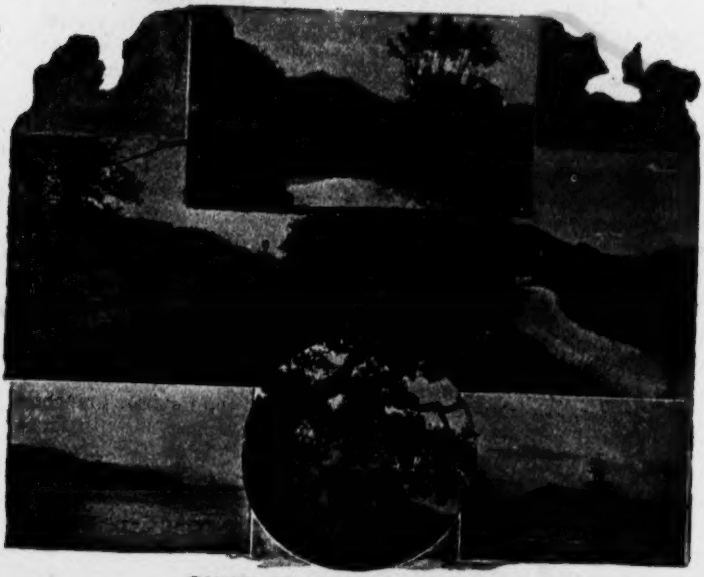
As I came down Mount Tamalpais,
To east San Pablo's waters lay,
Tinged with a holy purple light,
The benediction of the day.

. . . .

As I came down Mount Tamalpais,
To west Heaven's gateway opened wide,
And thro' it, freighted with day cares,
The cloud-ships floated with the tide.

. . . .

MILL VALLEY AND TAMALPAIS.



SAUSALITO AND SURROUNDINGS.

A Bit of Japan.—In the midst of the magnificent redwoods of Mill Valley, one hour from San Francisco, and you are in a dell of Switzerland, a nook of Southern France, or—as you catch glimpses of the houses nestled amid wild azaleas and cherry-blossoms—you involuntarily look for "Fusiyama in the distance." This eighteen-acre tract near the head of Blithedale Cañon, on the ascent of Mt. Tamalpais, is the possession of Mr. Geo. T. Marsh, who is known of every connoisseur of high-class Japanese and Chinese art-goods in the country. Within the area are two precipitous cañons and two never-failing mountain streams. Nature has made the place too beautiful for the landscape gardener's touch, and her wild luxuriance is not interfered with, except in the addition of foreign trees and shrubs and winding and picturesque roads. Entrance to the place is through a handsome gateway, wrought in Japan. In delightful nooks, at various elevations, the owner has built his houses, two of them purely Japanese in architecture, finishing and furnishing; the carven woods, mural decorations, lacelike lattices, quaint furniture, temple lanterns, and all having been brought from Japan. Mr. Marsh lived in Japan a number of years, and no man in America is better qualified to create a first-class bit of the Mikado's country in a California mountain forest.

The favorite dwelling of the family is the Japanese house near the entrance, literally held in the clasp of the redwoods. Paper panels, which form the outer walls, are slid into corner reservations, as are also the partitions, and the house becomes a grand pavilion, opening directly into the forest. There are many convenient novelties in this oriental creation. Unsuspected slides reveal closets and cabinets; beds and lavatories are hidden in out-of-the-way recesses. The dining-room is roofed by interlacing boughs of the redwoods fifty feet overhead. Across the cañon, on the brink of a ravine, is a second Japanese house, its walls decorated in oriental woods, and everything characteristic and complete. Across the cañon again, and up a steep climb, is a large habitation, Japanese in outline, but with departures according to Mr. Marsh's ideas of solid comfort. On the ground floor is a large banquet-hall, also used for dancing, where a hundred guests have been entertained at one time. The most entrancing pictures are seen from every window of the three good stories. Another house, the most unique of all, and one without a counterpart, is built up a tree—a redwood—fifty feet from the ground—the topmost branches a hundred feet above its thatched roof. Entrance is by a foot-plank, up grade from a near eminence. The house is octagonal, seventeen feet across, the trunk of the tree passing through the center. Beds and sideboard shelves are held in the walls. The little house is secure as an oriole's nest, yet sways gently with the tree when the breezes blow. A fourth is for friends who insist upon camping in this Japanese-Californian paradise.

San Anselmo district is one highland valley crossing another, forming a huge cross, with spots of transcendent loveliness inviting the home-seeker, and many ideal homes are already here.

Lagunitas Station is about twenty miles north of Sausalito, on the main line. (Single fare from San Francisco, seventy cents; round trip, one dollar and twenty-five cents.) The Lagunitas (Spanish for "little lakes") is the most picturesque stream of the Coast Range—and this is saying much, for Russian River, the marvel of mountain and forest water in this region, has a hundred tributaries, each with its own peculiar charm and temptation; the mountain trout and other fish akin sport in the clear, pure water, and the camper is bewildered to make choice of location.

The streams of Marin and Sonoma Counties are perennial in their flow, from the fact that the great sequoia forests not only conserve moisture, but they gather it from the ocean mists and fogs, and Nature, the skillful alchemist, holds it in hand for continual distribution. This accounts for the luxuriant undergrowth, especially of the fern family, wherever the redwoods cluster.

In the Lagunitas abounds the "steelhead," the finest of all trout. The beauty of this stream may be enjoyed, in a measure, from the railway journey, as it parallels the track a distance of ten miles between San Geronimo and Point Reyes stations.

Camp Taylor, the next station of note, betrays its nature by its name. All along the line to Cazadero are favorite haunts for campers, familiar to the Californian, and the stranger-visitor, with a little intelligent guidance, cannot go amiss. At Camp Taylor is a good hotel and a number of cottages.

At Taylorville, a station between Camp Taylor and Tocaloma, is a mammoth paper-mill, whose wheels are always in motion.

Tocaloma, a few miles north of Camp Taylor, has a large, well-appointed hotel. From this point excursions are made to Olema, the State Fish Hatchery, and the Country Club preserves. A short ride on to Point Reyes station brings you into the center of the dairy industry. At Moscow we glimpse Russian River, called by the Muscovites "Slawianska," and by old Californians, "San Sebastian." It was near the mouth of this river that the Russians established their colony. This river rises in Mendocino County, and with its tributaries comprises a water length of over a thousand miles.

Duncan's Mills is another important station on the N.P.C.R.R., eighty miles from Sausalito. Here you are "in the heart of the redwoods," and there are glorious visions for the angler, the artist, the tourist—the lover of nature's primeval grandeur. The air is sweet and balmy, the conditions for rest and recreation perfect. There is nothing in California more picturesque than a redwood logging-camp.

Elim Grove, one remove north on the journey between Duncan's Mills and Cazadero, is a miniature Chautauqua, the Mecca of many choice spirits who love to take their historic and scientific studies near to Nature's heart. It was celebrated formerly as the ground for the midsummer revel of the Bohemian Club. One of the grandest scenes the artist Keith has taken from his easel is a recent picture of this celebrated festal grove, done for the Bohemians.

Cazadero, the terminus of the N. P. C. R. R., eighty-seven miles from Sausalito, very properly signifies "happy hunting-ground." Ten miles from the ocean, on the border of the primeval forest, among the foothills of rugged mountains, whence sweep down the spicy odors of the pine and cypress, outdoor life acquires a zest that cannot be portrayed by a pen from which might flow all the adjectives in the dictionary.

Fort Ross, on the sea, is reached by stage from Cazadero. The old fort established here by the Russians in 1811 is distinctly traceable, and the sunken, overgrown cemetery would be a fitting home for Miss Dawson's Russian Ghosts.

(The North Pacific Coast Railroad sells round-trip excursion tickets, good for thirty days, to and from all stations, at twenty-five per cent. reduction from single-tariff rates. Monthly commutation tickets and round-trip excursion tickets for different days to various points are sold, as noted on time-card.)

BELVEDERE — SAN QUENTIN — SAN RAFAEL — SANTA ROSA — THE MINERAL SPRINGS AND GEYSERS

ANOTHER northward journey not to be omitted or placed second to any in importance is *via* Tiburon ferry and the San Francisco and North Pacific Railway, from San Francisco through Sonoma County to Ukiah, the county seat of Mendocino, a distance of one hundred and twelve miles.

Sonoma Valley contributes extensively to the dairy product consumed by San Francisco. Here the "cattle on a thousand hills" exemplify the poetic Scriptural declaration. There are also many productive hop-fields and vineyards, the latter chiefly in the northern part of the valley. The great attraction of a trip through this region, however, lies in the fact that the railroad passes close to some of the most famous mineral springs in the State. It is also a matter of record that the finest fishing and the best hunting grounds left in California are also in this section. At Tiburon and along the bay shore are found salmon, salmon trout, bass, sturgeon, perch, smelt, and flounders. In the marshes, valleys, foothills, and mountains are plenty of duck, snipe, quail, rabbit, squirrel, grouse, deer, and bear. For these reasons, the valley has become a sort of Mecca for health-seekers and sportsmen.

The trip from San Francisco to Ukiah can be made in four hours, and during the summer months excursion trains are run through with a single stop, returning in the evening. This hurried trip, however, permits the visitor to see Ukiah and its environs only. Those who have time will find it far more interesting to visit the beautiful valley in a more leisurely manner, and enjoy its scenic beauties, its health-giving breezes and waters, and its agricultural attractions. Quite to the northern boundary of Sonoma County the railroad traverses agricultural land. Crossing into Mendocino County, the scenery changes radically, from soft, verdure-clad hills and plains and gentle watercourses, to a rugged, mountainous region, where torrents of water dash over the rocks and nature runs riot. The itinerary begins with —

Belvedere, (six and a half miles from San Francisco, *via* the Tiburon ferry, from foot of Market Street).—Stop at Tiburon, directly east of which lies Belvedere, an island at high water, a peninsula at low water. It connects by a narrow isthmus with the headland where Tiburon is built, and lies in the placid waters at the entrance of Richardson's Inlet, yet near enough to the harbor mouth to hear the complaint of the ocean as it meets the contra currents of the bay. Belvedere gets its name from the Italian—*bello*, beautiful; *vedere*, view.

Drive over from Tiburon, or, better yet, if you are a good walker, go about the lovely highlands of this *presqu'île* on foot, and catch the spirit of enchantment that possesses its lovers who dwell therein. Its homes are of artistic elegance, and its terraced grounds are cultivated to the garden estate, yet with due reverence for Nature's waywardness. It has no "business interests." Belvedere is noted for its water carnivals. Illumination on shore, and illumination and decoration of all the craft that can maneuver in the little bay upon which the *ville* looks down, with fireworks on a grand scale, attract thousands of visitors. Returning to Tiburon, board a S. F. & N. P. train. (This road was built by the late Peter Donahoe to Cloverdale, and by his son to Ukiah. It is a well-equipped railway, and traverses some of the most picturesque country in the State.)

Green Brae, six miles north of Tiburon, is a stage station for San Quentin, three miles east, on San Pablo Bay

San Quentin is a rocky peninsula, a continuation of the range of hills that divides San Anselmo and San Rafael Valleys. At San Quentin is the first-established and largest prison of the State. The buildings and grounds cover more than six acres. Here the convicts certainly have the benefit of a healthful climate and beautiful scenery. It derives its name from Captain Quentin, a brave soldier under the great Indian chief, Marin, after whom the county is named. Marin was closely beset by the Mexicans under Lieut. Ignacio Martinez, and made his escape to the islands, where the Mexicans were afraid to land lest the Indians' allies should cut off their retreat. So they repaired to "Punta de Quentin," where they met an equally strong resistance from Captain Quentin and his men. But Martinez succeeded in taking Quentin prisoner to Yerba Buena, where he was detained two years, during which time, being a good sailor, he was employed by the *padres* of Mission Dolores as skipper of one of the lighters trading in the bay. It is thought the "San" was added to Quentin's Point by the neophytes out of deference to the missionary priests, whom it was their desire to please.

San Rafael, three miles above Green Brae, is the next station on the San Francisco and North Pacific Railway. Another route from San Francisco is *via* Sausalito ferry to Sausalito, and thence by wagon-road through Ross Valley. (One fare, from San Francisco, either way, thirty-five cents; round trip, fifty cents. Distances and rates from San Francisco are given for the benefit of those who visit certain points *en route* and do not take the whole itinerary.) San Rafael is the county town of Marin County. In former years it was known as a British colony, so many English business-men of San Francisco chose the beautiful suburb for their country residence. It has a select society patronage during the summer months. This picturesque little city among the wooded hills is well laid out, and has handsome, well-kept streets that terminate in fine wagon-roads in every direction. Magnolia Vale, Laurel Hill, and Ross Valley are delightful haunts in the near vicinage. One should start from Ross Station to walk up Mt. Tamalpais. A drive of eleven miles takes you one hundred feet up the mountain to the Lagunitas, a mountain lake covering twenty acres, the reservoir of the Marin Water Company. The supply comes from springs, rivulets, and many smaller lakes, as its name signifies. From here San Rafael obtains its pure and ample water supply.

San Rafael has been known as nature's sanitarium since its earliest occupation — traditionary even among the Indians and Spaniards. Statistics show its uniform temperature the year round. The natural drainage of the place is excellent, and the sewer system has no superior in the State. As in other cities of the bay, educational facilities, both public and private, are conspicuous features. The College of San Rafael, for young women, under the management of the Dominican Sisters, and the Tamalpais Academy for boys, both generously endowed, are schools of high rank. The Hotel Rafael is second to the Del Monte of Monterey only in size, and its surrounding cottages are in good demand during the season — and the season is a long one. The woods abound in game, large and small, from deer to quail, and the seeker after health or pleasure is never at a loss to know how to put in his time. From San Rafael stages run west to Bolinas Bay on the Pacific Coast, passing through San Anselmo. At Bolinas is a fine strip of shingly beach. The ride takes about three hours over a well-paved road, and the round trip costs two dollars.

Ignacio, nine miles farther on, is at the junction of the Sonoma branch, which runs east and north to Sonoma, and on to Glen Ellen, through a rich vineyard and orchard country, a distance of twenty-six miles.

Sonoma, the county town, is an old Spanish settlement of about fifteen hundred inhabitants, lying in Sonoma Valley north of San

Pablo Bay It is interesting as one of the chief wine-gathering points of the State. The wine is stored in vaults tunneled into the volcanic sandstone. These vaults are open to visitors, and to the uninitiated are a novel sight; many of them are lighted by electricity.

Glen Ellen, the picturesque village at the terminus of the branch, has a good hotel, a number of handsome cottages, and in the vicinity is great sport for the angler and hunter. Near Glen Ellen is the State Home for Feeble-Minded Children.

Petaluma, on the main line from Tiburon to Ukiah, is fourteen miles north of Ignacio, and thirty-six miles from San Francisco. (Single fare from the city, $1.00; round trip, $1.50.) A thriving town of forty-five hundred people, with considerable trade in grain, fruit, and in recent years wool and silk. Fourteen miles farther on is—

Santa Rosa—(Fare from San Francisco, $1.50; round trip, $2.25)—"The City of Roses," so called, from its great profusion of these favorite flowers, and from its annual springtime floral festivals; one of the chief cities of Sonoma County, symmetrically planned and well built. The Festival of the Roses invariably draws a large number of sight-seers to the city, and is quite an event in this section of the State. The ceremonies include processions, in which the fairest daughters of the city participate, and flower-covered floats, varied in design and beautiful in decoration, are leading features. There are certain mock ceremonies, in which the freedom of the city is tendered to the "Queen of the Fiesta." Preceding the festival there are always close and exciting election contests for the regal and ephemeral honor of bearing the title of "Queen of the Roses," while almost equal interest is taken in the contests for the ranks of maids of honor and ladies in waiting. The streets during the *fiestas* are festooned with garlands of roses and the stores are profusely decorated with the sweet-smelling flowers, by which the air is literally saturated with perfume. Santa Rosa has a fine city hall and court-house and a good public library.

Mark West Springs.—This is a mineral-water resort, reached by stage line direct from Santa Rosa. (Fare from San Francisco, including stage ride, $2.50; round trip, $3.75.) Dr. Winslow Anderson, in his book on the mineral springs of California, says that this is one of the most picturesque drives in this part of the country. The springs are beautifully located at an elevation of eight hundred feet, in a small valley formed by the junction of four cañons. The hotel and grounds are at the bases of three mountains—Washington, Lincoln, and Grant. The air is clear and dry, the temperature varying from eighty to ninety degrees. There are hot soda and sulphur baths, with every facility for their enjoyment. The water is clear and not disagreeable to the taste. Its composition is sulphate of sodium, sulphate of magnesium, a trace of salts of potassium, chloride of sodium, as well as carbonates of sodium, potassium, and lime, silica, and alumina. There is also an iron spring, containing carbonate of iron, soda, magnesia, and lime, with free carbonic acid gas. This is a highly chalybeate water, and has been used with success in cases requiring ferruginous tonics. The temperature of the water is about sixty-five degrees. The largest spring has a flow of five thousand gallons an hour, and is a sparkling, palatable carbonated water, gently aperient in its nature. It is much used for "dyspepsia arising from too free alcoholic stimulation, and concomitant liver and kidney disorders."

Fulton, the next station, five miles above Santa Rosa, is the junction of the Guerneville branch, twenty miles west.

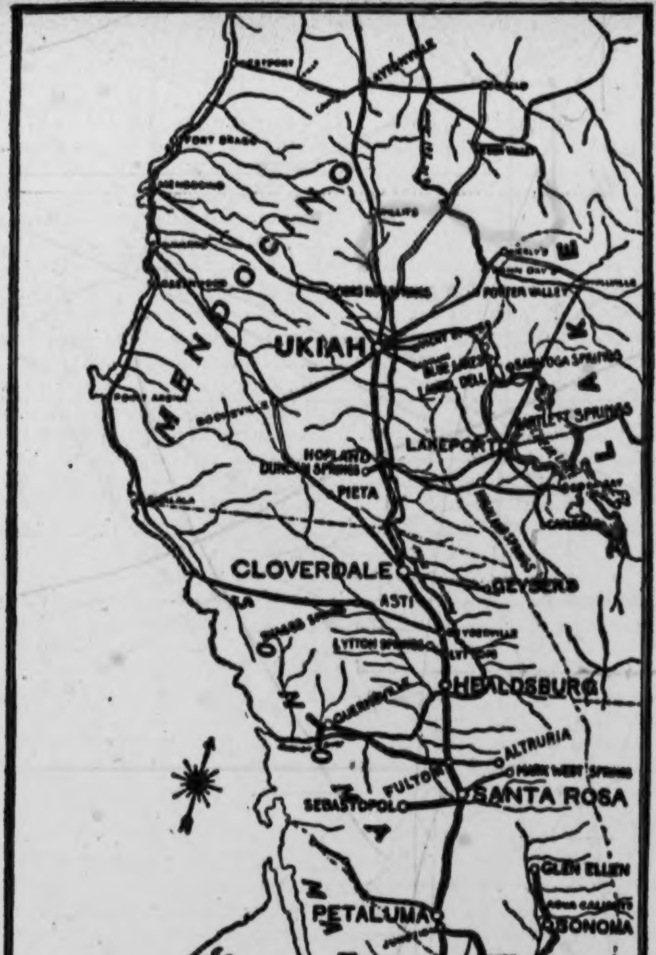
Healdsburg, (fourteen miles from Santa Rosa, sixty miles from San Francisco. Fare from San Francisco, $2.25; round trip, $3.40).—This is a thriving country town, with a good hotel, town-hall, court-house, and Masonic hall. Four miles from this station are the celebrated Lytton Springs. These springs and an adjoining property of about a thousand acres belong to an incorporated company, and are kept in the very best manner. The water of Lytton Springs has an excellent reputation, and is bottled for exportation. It is slightly acid when drawn, but becomes alkaline on exposure. It is much used as an antacid in dyspepsia and in uric conditions of the blood. It also has aperient and diuretic properties.

Skaggs' Springs.—(Round-trip ticket from San Francisco, unlimited, $5.50. Distance, eighty-two miles. Time, including staging, four and a half hours.) The station on the railroad for Skaggs' Springs is Geyserville, seven miles north of Healdsburg. From there, by a nine-mile ride over a fine country road, the springs are reached. They have been known since 1856, and their popularity has steadily increased. For those in search of sport, as well as those whom impaired health compels to seek favored places, few more delightful spots could be named. The hills, mountains, and valleys in which the springs are located are covered with a magnificent forest growth, in which almost every variety of California foliage may be found. Grouse, quail, and deer, and in the more remote regions bear, are plentiful for those in search of active and exciting exercise. On the other hand, there is an infinite variety of beautiful walks and sheltered nooks for those who seek only rest and quiet recreation.

The special virtues of the waters of these springs are the possession in an eminent degree of diuretic, tonic, alterative, and laxative properties. The volume of water flowing from the springs is about thirty gallons a minute, with a temperature of one hundred and twenty degrees (Fahrenheit). The water is as clear as crystal, and the flow is accompanied by copious bubbles of gas, giving to the water the appearance of boiling. The presence of carbonic acid gas makes the taste pleasantly pungent. Professor Hilgard, of the University of California, has analyzed the water, and finds that it contains two hundred and five grains of solid ingredients to every gallon, the principal of which are bicarbonate of sodium, biborate of sodium, carbonate of magnesium, silica, and chloride of sodium. The diseases for which these waters are considered peculiarly curative are rheumatism, gout, lumbago, sciatica, neuralgia, dyspepsia, bronchitis, asthma, catarrh, throat affections, and diseases of the bladder and kidneys

Cloverdale, (eighty-three and a half miles from San Francisco, on the main line. Single fare, $3.00; round trip, $4.50. Time, four hours).—This little town near the head of the Sonoma Valley was for many years the terminus of the broad-gauge railroad. It is a shipping-point for the produce of the northern end of the county, and is surrounded by most fruitful country. Close to it are many large vineyards, notably those of the Italian-Swiss colony at Asti. By stage, in an easterly direction, the famous Geysers are reached.

California Geysers, (one hundred and one miles from San Francisco, twenty from Cloverdale. Round trip, $8.00).—These wonderful springs are situated in the Mayacmas range of mountains, separating Sonoma County from Lake and Napa Counties. They are seventeen hundred feet above the sea, set in scenery which absolutely defies description. Dr. Anderson calls it "a marvelous region, a branch of Hades, nestling among the umbrageous oaks and firs on the pine-clad mountains, rich in manzanita groves, sweet-scented shrubbery, and wild flowers, and surrounded on all sides by his Satanic majesty's prodigious territory." These springs and their healing properties were known to the Indians long before the foot of the pale-faced usurper trod the heated ground. There is a jet, still known as the "Indian's Sweat Bath," where the Indian patient suffering from rheumatism was brought and laid over a rough scaffolding, or grating, immediately above the springs, and steamed into either health or eternity. The first record of their discovery by a white man is April, 1847. William B. Elliott, a farmer on Mark West Creek, was on a hunting expedition with his son. They were after bear, and, having lost track of their game, observed vapor rising in large volumes


WESTPORT
FORT BRAGG
MENDOCINO
UKIAH
POINT ARENA
BOONVILLE
POTTER VALLEY
BLUE LAKES
LAUREL DELL
SARATOGA SPRINGS
BARTLETT SPRINGS
LAKEPORT
LAKE
HOPLAND
DUNCAN SPRINGS
PIETA
CLOVERDALE
GEYSERS
ASTI
LYTTON SPRINGS
LYTTON
HEALDSBURG
SONOMA
ALTRURIA
FULTON
MARK WEST SPRINGS
SANTA ROSA
SEBASTOPOL
GLEN ELLEN
SONOMA
PETALUMA
MARIN
IGNACIO
SAN RAFAEL
TIBURON
BERKELEY
OAKLAND
ALAMEDA
S.F. & N.P.Ry.
STAGE CONNECTIONS

UKIAH, the terminus of the S. F. & N. P. R'y, is 113 miles from San Francisco.

from the mountains opposite. This they mistook for the smoke of a large *rancheria*, and determined to proceed there in search of food after their long chase. They climbed the mountain, and then descended toward the point where the smoke was observed. Surprised, astonished, and with a feeling approaching superstition, they beheld for the first time the Geysers, and imagined that they had reached the very portals of hell. Since then thousands have visited these wonderful springs and watched the seething waters bubble forth, with bewildering sensations of awe and wonder. It was once a common practice to ride on horseback all the way from Cloverdale. Now, however, there are six-horse stages connecting with Cloverdale, and also with Calistoga, on the Napa Valley road. Cloverdale is usually left shortly after noon, and the Geysers are reached about four hours later. The ride will be found enjoyable throughout; although the most level road has been chosen, yet it is one continued series of steep ascents and gentler descents till the Geysers are reached. The approach to these Plutonic regions is marked by what are known as the "sulphur banks," extending across the cañon, and consisting of a deposit of sulphur and cinnabar and the incrustation of salts of sodium, potassium, magnesium, and sulphur. They are probably extinct craters or the deposits of geysers and fumaroles which have died out, leaving these evidences of volcanic action. In the immediate vicinity of these geysers both sulphur and quicksilver have been mined. It is a matter of record that Edwin Forrest, the famous tragedian, once camped near these sulphur banks at Indian Springs, and was completely restored to health. The water of this particular spring is light, salino-sulphurous. Its temperature is one hundred and eight degrees, and the medicinal properties are sodium sulphate, magnesium carbonate, calcium carbonate, and silicic acid. The The water is saturated with free sulphuretted hydrogen gas. It is valuable as a diuretic, laxative, and antacid, and is of particular efficacy in cases of dyspepsia, torpid liver, and in renal and cystic diseases. Near this spring are the Indian Mud Springs, or baths, which are greatly beneficial in the treatment of chronic rheumatism, gout, arthritis, and scrofulous and cutaneous diseases.

The hotel at the Geysers is large and commodious, and affords every requisite for comfort; and within easy reach are all the great sights of the region, which can not be described in detail. Any one visiting the Geysers will learn more in a few hours than he could set forth in many pages of description. For those, however, who visit these springs in search of health, some note of their curative properties is made herewith. To the pleasure-seeker, the professional tourist, the man who travels for the gratification of it, that he may say what he has seen, the hint may be given that he cannot "do" California without seeing these natural wonders, as remarkable in their way as the majestic grandeur of the Yosemite.

In Dr. Anderson's book ("The Mineral Springs and Health Resorts of California") descriptions are given, with chemical analyses of their waters, of seven separate springs at the Geysers, apart from the Indian Spring and the Indian Mud Springs. The analyses were made by the Doctor himself and by Thomas Price, the San Francisco analyst, which is sufficient guarantee of their accuracy. Dr. Anderson suggests that to see the full volume of the steam and sulphurous vapor which rises from these springs to a height of several hundred feet in the air, the best time to start from the hotel is between half-past four and five o'clock in the morning, for the reason that later in the day the sun's rays condense the vapors so that they are not visible at such height.

The first spring, located close to the Pluton River, and on the same side as the hotel, is the "Iron Spring," found to contain valuable salino-chalybeate mineral ingredients. The action of this water is tonic, aperient, and detergent, and is of value in chlorosis and wasting diseases, torpidity of the liver, and produces constructive tissue metamorphosis. The temperature is twenty-two degrees. The principal mineral ingredients are magnesium sulphate, calcium sulphate, and silica.

Crossing the bridge over the Pluton River, a short distance up the cañon, and you come upon a remarkable spring, containing large quantities of aluminium, sulphate of magnesia, and silicic acid. It is known as the "Alum Spring." It has a temperature of ninety-eight degrees. The acid renders its action tonic, and the magnesium gives it a pleasant laxative effect.

Following along the same road, the Devil's (or Geyser) Cañon is reached, with the alum and sulphur spring, having a temperature of one hundred and sixty degrees. Then the fanciful places known as "Proserpine's Grotto," the "Devil's Arm-Chair," the "Devil's Kitchen," and other apartments of this diabolic region are encountered. The literary man will find that his Satanic majesty has a turn for writing — for the "Devil's Inkstand," containing hot sulphurous iron and alum sulphide and sulphic water, will be pointed out; and if not coal-black, it is at least a very fair writing-fluid, as the hotel register demonstrates.

Next is "Hot Alum Spring," containing sixty grains of aluminium sulphate to the gallon. It is an alumino-ferruginous, sulphurous water, and is considered an excellent hemostatic in hemorrhages of the lungs. It is also of service in dyspepsia, torpidity of the liver, etc. "Pluto's Punch-Bowl" and the "Geyser Smokestack" are interesting openings along the road.

The next important spring in Geyser Cañon is the "Witches' Cauldron," a large, circular, boiling spring, over seven feet in diameter, of unfathomable depth, with a temperature of two hundred and twelve degrees, and water which boils and bubbles incessantly. It is a salino-sulphurous water, the principal ingredients of which are sodium bisulphate, magnesium sulphate, calcium sulphate, and silicic acid.

As the tour of this terrestrial section of his Satanic majesty's domains is continued, the guide will be careful to point out the "Devil's Canopy," the "Devil's Pulpit," the "Devil's Grist-Mill," as well as the "Geyser Safety-Valve," an intermittent spring which ejects boiling water to a height of fifteen feet. The "Steamboat Geysers," so called from the blowing and snorting noise which is continually made, and which can be heard a mile or more away, send steam into the air which does not condense until it is ten or fifteen feet from the surface, and is so hot (two hundred and fourteen degrees) that unless care is taken in investigating sight-seers are apt to scald their fingers. Not far distant is the "Temperance Spring," of clear, cold water.

Continuing on the beaten path, the alkali lake and the lava-beds are encountered, and the crust is so thin that stamping on it produces a hollow sound. The "Tea-Kettle Spring," about half a mile from the active springs in Geyser Cañon, has a temperature of two hundred and twelve degrees and water of a salino-alumino-sulphurous nature. The hot acid and the lemonade springs are rich in potassium salts. The former has a temperature of one hundred and thirty-six degrees; the latter, one hundred and three.

These are the most important springs, full analyses of which will be sent on application.

Several hundred feet up the Pluton River, there is a fine bathing establishment, and this bathing fluid has also been made the subject of analysis, and has been pronounced one of the very best for that purpose on the whole coast, the borates and sulphates rendering the skin soft, white, and pliable. A large swimming-pond has been constructed by damming the river, the water having a temperature of about seventy-five degrees, and is a combination of all the mineral springs. The Geysers, hot and cold, flow daily about one hundred thousand gallons, and the area covered is about four hundred acres.

It will be seen from this brief description of the Geysers, that there is in this wonderful area a great variety of attractions for the lover of the marvelous in nature in whatever form. Here is a combination of the grand, the weird, and the purely picturesque, such as can scarcely be found elsewhere the world over.

Highland Springs, (six hours from San Francisco. Single fare, $4.50; round trip, $8.00).—The wonderful variety and plenitude of natural mineral springs is by no means exhausted at the Geysers. A few miles across the Sonoma County line, in the midst of romantic surroundings, is the little station of Hopland, in Mendocino County. Hopland is the starting-point for the stages running to Highland Springs, Lakeport, Kelseyville, and a number of other places on the borders of or near Clear Lake, in Lake County. The drive of twelve miles, is easily covered in three hours by a six-in-hand. There is an almost continual climb to a height of thirty-two hundred feet above the sea level. From this elevated point the scene is simply magnificent, and one realizes how aptly this portion of California has been termed "The Switzerland of America." After this altitude has once been reached, there is a short and rapid descent to a level, sheltered, hill-surrounded spot, nestling among trees which have well weathered the storms and seasons of many cycles. Here is the Highland Springs Hotel, surrounded by commodious and picturesque cottages. The springs are near the hotel; the "Seltzer Spring," has been housed in so that its waters can be partaken of under the most comfortable conditions. It is an alkalo-saline and chalybeate water, with a temperature of about sixty degrees, and containing about one hundred and ten grains of mineral ingredients to the gallon, of which the most important are calcium bicarbonate, magnesium bicarbonate, sodium bicarbonate, and silica. There are also about ninety-eight grains of free carbonic acid gas to the gallon.

Other important springs are: The "Dutch (or Ems) Spring," more diuretic and laxative and less strongly carbonated than the Seltzer, and containing more iron; the "Highland Magic Spring," less carbonated than the Ems, and slightly more saline; and the "Neptune Spring," with heavy saline waters, rich in mineral ingredients. A few others, known by fanciful names, are of the same general character as those already described.

Soda Bay, (eight hours from San Francisco; by train to Hopland, thence by stage, twenty-one miles. Fare, $5.50; round trip, $10.00).—The same stage which takes the visitor to Highland Springs carries him on to Kelseyville, and beyond that little town to Soda Bay, a summer resort on the western shores of Clear Lake, in Lake County. There is a good hotel which affords every comfort for the entertainment of guests and has all the surrounding attractions to offer which the most favorably located hotels of the State can present. There are boating and sailing on the lake, ample opportunity for fishing and hunting on the hills, fine roads for driving and walking, and in the vicinity of the hotel, billiard-rooms, croquet lawn, bowling alley, etc. The natural curiosity of the place, is a large spring, several feet in diameter, containing a very large quantity of carbonic acid gas. The spring is known by the Indian name of "Omar-Ach-Hah-Bee." The water is alkaline and stained with ferruginous salts. It also contains soda, lime, and magnesia. Extraordinary solfataric action all around the shore of the bay, due to the presence of innumerable mineral springs, and chemical action upon a very large scale, have given the place its name of Soda Bay.

Lakeport, (eight hours from San Francisco; by train to Hopland; thence by stage, twenty miles. Fare, $5.00; round trip, $9.00).—The visitor who has time at his command will do well not to hurry away from this section of California. On the borders of Clear Lake he will find the most beautiful and romantic scenery that can enchant the eye or awaken the soul by contemplation of nature's sublimity. The lake is a sheet of beautiful water which well merits the name it bears. The mountains descend to its very edge, verdure-clad, and present a sky-line of charming variety. Lakeport is the county town, and a thriving little place. It has its hotels, its court-house (an ample brick structure), two banks, two newspapers, a number of substantial brick buildings, and a good-sized public-school building, and several private academies. Geographically, it is about the center of the Springs, as the Highland Springs, Soda Bay, Carlsbad, and the Geysers lie to the south; Blue Lake, Saratoga, and Vichy Springs on the north; Bartlett, Newman, and Alum Springs on the east; and some of the minor springs of Mendocino County on the west.

Bartlett Springs, (thirteen hours from San Francisco; train to Hopland; thence by stage to Lakeport, twenty miles; steamer to Bartlett Landing, eight miles; stage to Bartlett Springs, twelve miles;—total, one hundred and thirty-eight miles. Fare, $8.00; round trip, $14.00).—These springs, as will be seen by the very brief itinerary, are easily reached from Lakeport. They are among the most widely known carbonated waters of California. They owe their name to Mr. Green Bartlett, of Kentucky, a sufferer from rheumatism, who came to this coast in 1856. During one of his camping-trips in Lake County, he was taken ill with rheumatism, drank freely of these waters, and was rapidly restored to health.

The main spring is walled with artificial stone, and surrounded by a pavement of the same material. A jar-shaped chamber, about two feet in diameter and three in height, is constructed directly over the spring, having outlets like those of a public fountain. It is estimated that the spring flows about one hundred and ten gallons an hour. Much of this water is bottled and sent to San Francisco, whence it is distributed to all parts of the world. For chronic malarial and rheumatic affections the waters are unquestionably very beneficial. They are diuretic, laxative, and alterative in their effects. The analysis shows that a gallon contains forty-six grains of mineral ingredients, among the principal of which are calcium carbonate, magnesium carbonate, magnesium sulphate, and sodium bicarbonate. There are also two hundred and twenty-four cubic inches of carbonic anhydride gas in every gallon. The springs are within one hundred yards of the hotel.

Quite apart from its attractiveness as a health resort, Bartlett Springs would entice the sportsman and the lover of aquatic pleasures at least to the extent of bathing. There is an abundance of game in the hills, and the baths recently built are an appreciated luxury.

Ukiah, (one hundred and twelve miles — five hours — from San Francisco. Fare, $4.50; round trip, $6.75; cut rates for special excursions returning the same day). — Here is the terminus of the San Francisco and North Pacific Railway, and the county town of Mendocino County. It has a population of twenty-five hundred or more, has two banks, several hotels, six churches, and a number of handsome residences. The principal business of the county is done here. Near the town is a branch of the State Insane Hospital. There are numerous mineral springs within easy reach of Ukiah, among which are Duncan's, Orr's, and Vichy.

Vichy Springs, (three miles from Ukiah; stage fare, fifty cents). —The drive from Ukiah is very picturesque, through a hilly country, well wooded, and even in the extreme summer weather, temperate and agreeable. The ride is so short there is no chance of the traveler becoming fatigued before reaching the little settlement which nestles in the hills on the boundary line between Lake and Mendocino Counties. The waters of these springs are justly celebrated for their efficacy in chronic cases. Bathing renders the skin soft and clear, rapidly healing any irritation. The waters belong to the alkalo-carbonated class, are clear and sparkling, and of an agreeably pungent taste. Their action and chemical composition are almost identical with the noted Ems Springs on the Lahn, and the Vichy of Grand Grille, France. It is owing to this similarity to the French springs that the Mendocino Vichy was so named. For antacid, tonic, aperient, diuretic, and alterative qualities, these waters rank with the best on the coast.

Blue Lakes, Laurel Dell, and Saratoga Springs.—From Ukiah stages run to all these places. (Fare from San Francisco, $5.00; round trip, $9.50.) Situated in the very midst of a mineral-spring section, in the most picturesque scenery in the State, these localities are the resorts of thousands of health and pleasure seekers throughout the year. Saratoga Springs are twenty-three miles from Ukiah and fourteen miles from Lakeport. The waters contain sulphur, magnesia, soda, and iron.

Upper Lake, (twenty-eight miles by stage from Ukiah; fare from San Francisco, $6.00). This little town is located at the extreme northwestern point of Clear Lake, and has a population of about three hundred. There is a stage line to Bartlett Springs and Colusa County, and there are also good roads to Potter Valley and Witter Springs.

A very satisfactory way to compass this justly celebrated part of California is to stop off at the towns from which the stage lines diverge, and take in the surrounding country viewing the wonders of creation and resting at the mineral resorts.

The distance between points is short. With the excellent train service furnished by the San Francisco and North Pacific Railway and first class equipment on the stage lines a most delightful trip can be made in a few days' time.

DOWN SANTA CLARA VALLEY — TO BURLINGAME — MENLO PARK — STANFORD UNIVERSITY — SAN JOSE — LICK OBSERVATORY — SANTA CRUZ — MONTEREY — DEL MONTE — ETC.

THE Santa Clara Valley is about thirty miles wide at its northern extremity, has an average width of fifteen miles, and lies between the Coast Range and the Santa Cruz Mountains. There are about two hundred and fifty thousand acres of valley land, and three hundred thousand acres of foothill land. The warm belt is a tract from six hundred to two thousand feet in altitude, along the slope of the hills which encircle the valley. The Los Gatos and Guadalupe Rivers are the principal streams that water this fertile strip. The average rainfall is from fifteen inches, in some localities, to thirty-five inches, in others. The largest seed-farms in the world and half of all the prune-trees in the United States are here, and here half the total annual yield of strawberries in the United States is raised. The largest horse-breeding farm in the United States and the largest herds of Jersey cattle are also in the Santa Clara Valley. The fruit orchards comprise nearly five thousand acres. Large quantities of peaches, apricots, cherries, pears, plums, apples, oranges, lemons, raisins, almonds, and walnuts are grown. Indeed, for a rural estate, large or small, there can be no more inviting spot in the world.

There are three lines of railroad from San Francisco through the Santa Clara Valley, all branches of the Southern Pacific Company. The first is from the Market-street ferry landing to San José by the Central Pacific Railroad, passing through choice agricultural lands. San Leandro, on a creek of the same name, is the first station of importance, a thriving town, with several good business blocks, stores, and hotels, and some manufacturing interests. The same description answers Lorenzo quite as well. Haywards, is an extensive grain-shipping center. Thence the scenery becomes varied and romantic, with pretty nooks and many clear-running streams.

Niles is delightfully situated among the hills thirty miles from San Francisco, and eleven miles from Lorenzo, in the midst of an excellent fruit country. At Niles is the junction of the San José branch (eighteen miles distant from San José) to Monterey, *via* Gilroy and Pajaro.

The second route is by the Santa Cruz Division (narrow-gauge) of the Southern Pacific Company, from the Market-street ferry. This line follows the east shore of the bay and reaches the Santa Clara Valley at Alviso, a busy little town at the head of San Francisco Bay, an extensive shipping-point for fruit and vegetables by steamer to the San Francisco market; thence on past San José, Los Gatos, Felton, and the Big Trees, to Santa Cruz. Near Santa Clara is the junction with the broad-gauge line, described in the third route.

The third route — the favorite line into Santa Clara Valley — is *via* the Coast Division (broad-gauge) of the Southern Pacific Company, from Third and Townsend Streets. Extending down the west side of the bay, it traverses some of the richest fruit-lands in California, and one of the most beautiful valleys in the world. It also gives glimpses of some of the most popular residence districts and pleasure resorts in the vicinity of San Francisco. The train passes immediately through the Valencia-street station, Ocean View, and Colma; thence past the beautiful burial-grounds of Holy Cross, Cypress Lawn, and others, on through Baden and South San Francisco, where are the stockyards, slaughter and packing houses, and storage buildings of the Western Meat Company, San Francisco branches of the Chicago packing-houses of Armour, Nelson, and Morris. Twenty miles from San Francisco is —

Burlingame — a fashionable resort which owes its existence chiefly to the managers of the Sharon estate, who years ago purchased and laid out in acreage parcels a sheltered and beautiful tract of meadowland, built a number of suburban residences in the old English style, and with some friends who entered into the scheme, formed the Burlingame Club, an association of a social and sporting character. Its membership consists chiefly of well-conditioned San Franciscans. They have a fine club-house and large quadrangular stables. Within easy distance are polo grounds and a racecourse, where amateur sports may be witnessed almost throughout the year. In addition to the cottages to be had for rental, there are many handsome private residences, and these are constantly growing in number. The railroad depot is a picturesque Spanish structure, built by the private enterprise of Burlingame people.

San Mateo, (twenty-two miles from San Francisco; ten trains daily in each direction).—A beautiful little city, fairly embowered in evergreen oaks, and the location of one of the finest and most fashionable hotels on the peninsula,—Hotel Mateo,—within a few minutes' walk of the depot. In its vicinity are many ornate residences and simpler summer homes. The hotel grounds cover five acres, are tastefully laid out and well kept, and in the conservatory are delicate ferns and rare plants from the tropics. For those who prefer the exclusiveness of a home with the fare of a hotel, there are a number of cottages near the main building. A mile or less from the hotel is a splendid bathing beach, where commodious houses have been erected. Fishing, boating, and all other pleasures of a seaside resort may be enjoyed. San Mateo shares with other towns in this section an enviable reputation for its excellent educational facilities, including a well-managed school for boys, in connection with the Episcopal denomination.

Pescadero is reached by stage from San Mateo, thirty-eight miles—a delightful ride over the Sierra Morena range. Here is a splendid beach on which carnelians, jaspers, agates, and other varieties of chalcedony are found. "Pescadero pebbles" are seen in nearly every collection. Trout, perch, salmon, rock-fish, rock-cod, and barracuda are caught, the last mentioned a delicate fish peculiar to southern localities. Potatoes of the choicest quality are an article of export from Pescadero Valley, and oats are grown on the adjoining hills.

Belmont, (distance from San Francisco, twenty-six miles,) is a pretty suburban town in an exquisite setting of trees and hills and blossomy dells. It has elegant homes. The most notable among its residence buildings is the countryside palace of the lamented W. C. Ralston, whose life and death are so interwoven with the history of San Francisco. Later the property came into possession of Senator Sharon. During these years of occupancy, in both instances, it was the scene of entertainments so princely in character, they have become traditionary in the State. The mansion, known as Radcliffe Hall, is now a private school for young women, situated in the heart of a little valley, well protected from wind and fog by the deeply wooded hills. There are over sixty rooms in the house, and the arrangement is well-nigh perfect for residence and for homelike school as well. It was designed by Mr. Ralston when he was at the height of his prosperity and his fame as a financier had spread far beyond local limits. The grounds in the vicinity are on the same liberal scale, and display the same excellent taste and judgment that went into the building of the house. The school at Radcliffe Hall was founded by Mrs. Alpheus Bull, of San Francisco, whose original intent was to have her own daughters educated there by private tutors. In her generosity she included the daughters of a number of her friends, and so the school was formed. At Belmont is also the Reid school for boys, a well-conducted institution of excellent repute. One of the principal pumping stations of the Spring Valley Water Works is at Belmont.

Redwood City, (distance from San Francisco, twenty-nine miles; nine trains daily in each direction).—This is the capital of San Mateo County. It is an attractive little town, well-laid out, with broad streets and an eye to comeliness. It has good business houses and excellent schools. It takes its name from the redwood trees and timber in which its trade chiefly consists. Stages run to Pescadero, and La Honda from Redwood. The former is thirty-four miles distant—fare, $2.50; La Honda, eighteen miles—fare, $1.50—a lovely spot among the hills. The Sierra Morena Mountains shelter not only Redwood City, but a great portion of San Mateo County, warding off sea winds and fogs. The average summer temperature is seventy-two degrees, and on the coldest night the thermometer rarely falls to thirty-six degrees. Redwood City has two thousand or more population.

Menlo Park, (from San Francisco, thirty-two miles).—A picturesque village in the midst of one of nature's own parks. It derives its support mainly from the many fine homes in its immediate vicinity. Here are the extensive nurseries of the Sunset Seed and Plant Company. The evergreen oaks of Menlo Park are a glory to behold.

Palo Alto takes its name from a towering tree close to the railroad depot. The town is merely an adjunct to the Stanford University, with every prospect of growth and prosperity commensurate with the development of that well-known institution.

Leland Stanford Jr. University.—"A university for both sexes, with colleges, seminaries of learning, mechanical institutes, museums, galleries of art, and all other things necessary and appropriate to a university of high degree,"—such, in the words of its founders, is what the Leland Stanford Jr. University was intended to be, and in a great measure now is. Its reputation, like that of all universities, is largely dependent upon the fame which its alumni reflect upon their *alma mater*, and will take time to establish. As with time the creeping ivy has mantled the buildings of the older universities until their walls are eloquent of age, of sacred memories, of peaceful victories of scholarship, and men look back with reverence to the days when they were privileged to labor within them, so at Stanford, as the ivy clambers to the eaves and its roots strike deeper into the soil, her fame will spread, her students point to her as the seed-plot of their ambitions, and

STANFORD UNIVERSITY.

this wonderful land of the Spanish *padre* and the fortune-hunter, thanks to her and her elder sister institution at Berkeley, will become the resort of men of science and letters, of industry and art.

The University was founded in November, 1885, when the grant of endowment was publicly made known. On May 14, 1887, the chief corner-stone of the buildings was laid, and in October, 1891, the university was opened to students. The object of the University is set forth in the charter: "To qualify students for personal and direct usefulness in life; to promote the public welfare, by exercising an influence in behalf of humanity and civilization, teaching the blessings of liberty regulated by law, and inculcating love and reverence for the great principles of government as derived from the inalienable rights of man to life, liberty, and the pursuit of happiness."

The founders were the late United States Senator and ex-Governor of California, the Hon. Leland Stanford, and his wife, the esteemed and noble Jane Lathrop Stanford. In St. Paul's Church, London, on the tomb of Sir Christopher Wren, its architect, is the epitaph, *Quaeres monumetum, circumspice,*—and so of Leland Stanford. Those who seek his monument at Palo Alto have but to look around at the magnificent institution which love of mankind prompted him to establish.

The care of the institution and the administration of its financial affairs is intrusted to a board of twenty-four trustees.

The endowment of the University consists of the Palo Alto estate; the campus, extending from near Menlo Park to Palo Alto, and embracing about eight thousand acres of very valuable land, close to the northern end of which stands the Stanford residence; the famous Vina Ranch, the largest vineyard anywhere in the world, containing fifty thousand acres of land, purchased in 1881 for one million dollars; and the Gridley Ranch, in Butte County, containing twenty-one thousand acres of rich wheat land, valued at about one and a half million dollars. In addition to this, the late founder left by will a large sum of money to be expended in the furtherance of his cherished scheme of making this one of the great universities of the world.

The site of the University was chosen by the Senator himself. It is in many respects ideal.

The buildings are unique, as universities go, and are all in the old Mission style of architecture, recalling the earliest sources of instruction, secular and spiritual, on the Pacific Slope, and climatically adapted to the temperate, sunny alternations of summer and spring, which make the only seasons of our year. The general plan is that of a series of quadrangles capable of indefinite expansion without the possibility of incongruity or distortion.

Practically, but the first of these quadrangles now exists, the innermost. It has a triplicate arched entrance facing the main drive or approach, and directly opposite it on the other side of the quadrangle the chapel is to stand. In the low buff-stone, red-tile-roofed quadrangle there are now twelve distinct buildings, used as offices, library, laboratories, lecture-rooms, etc. A covered way, in one with the buildings, connects them on the inner side of the quadrangle, perpetuating the old cloister of the mission, forming in bad weather a sheltered, and in warm weather a shaded, walk from lecture-room to classroom, office, or library. Fine full Romanesque arches, carried on stone columns with carved capitals, form the outer side of the cloister. The enclosed area, measuring five hundred and twenty-eight feet by two hundred and forty-six feet, or about three and a quarter acres, is laid in asphalt, and is beautified by eight large beds of tropical plants and California flowers. These masses of luxuriant foliage are the softening, blending elements of the picture. They tone down the trim, hard look of the masonry and perfect the color combination of buff stone, red tile, and green leaf. The east and west entrances of the quadrangle are marked by lofty arches rising above, though part of, the buildings.

The main quadrangle, still to be built, will inclose that now in existence, and its most striking feature will be an immense memorial arch over the main approach, and so directly in front of the present triplicate-arched entrance to the inner quadrangle. The structures extending on each side of this arch and then at right angles as well as parallel to it, across the south side, will be two stories in height, with an outward-facing arcade, like that which forms the cloister within the present quadrangle. The erection of this second greater quadrangle is soon to be accomplished.

Among other structures already in existence on the University grounds is the Museum, built entirely of concrete, in classic architecture, where the nucleus of a fine collection of antiquities, paintings, and sculpture is gathered. The vestibule of this building is particularly handsome, being finished in colored marbles of great beauty. Behind the quadrangle is the Engineering Building, with its workshops, power-house, and laboratory. On the east of the quadrangle is Encina Hall, of similar material and design to the main buildings, and built expressly to accommodate resident students. On the west of the quadrangle is Roble Hall, for the young women, the resident "co-eds" of the University. It is constructed of concrete, and is about one-third the size of Encina Hall. The gymnasiums belonging to these halls are substantial temporary wooden structures.

According to provision, the President of the University is (or will be) elected by the trustees. Dr. David Starr Jordan, the present popular President, was chosen by Senator Stanford, and his tenure of office is for life. He chooses the members of the faculty, and has control of their retention or dismissal. This body, recruited, as it has been, from the leading universities of the United States, is composed of able men in their respective lines. Degrees are conferred at the end of each semester, only one baccalaureate degree being given.

Near to the University is the country home of Mrs. Stanford, situated amidst a wealth of flowers and trees. Mrs. Stanford has made a princely gift to the University of her mansion on Nob Hill, in San Francisco.

Santa Clara, (forty-eight miles from San Francisco; fare, $1.25).—After passing through the village towns of Mayfield, Mountain View, and others, with their environs of orchards and vineyards, and a soil which can hardly be excelled the world over, the town of Santa Clara is reached. It is the first town of any size in the great Santa Clara Valley, has forty-five hundred population, and is connected by street railway with San José. Its annual shipments amount to over twenty million pounds, mostly fruit, wine, and berries. It is the seat of a large institution, founded by the Jesuits, known as Santa Clara College. The drive on the Alameda to San José is one of the most beautiful in this part of the State. On each side of this splendid avenue is a double row of willows, which were planted by the Mission Fathers in 1779. During the months of April and May this handsome city is at its best, as then its prolific roses are in fullest glory.

The Bishop Armitage Orphanage, the head offices of which are in San Francisco, is located here.

San Jose, (fifty miles from San Francisco; nine trains daily in each direction; fare, $1.25).—San José (pronounced *ho-say'*) is appropriately called the "Garden City." It has been cited as the wealthiest town according to population in the United States. It is beautiful in itself, and is the very center of the most fertile portion of the famous Santa Clara Valley. In every direction are orchard lands, and the drives are as innumerable as they are delightful. A drive over the fine roads of San José on a summer evening is a calm joy to be remembered a lifetime. A description of the Santa Clara Valley is practically a description of the environs of this city, as every point of the valley can be easily reached from San José. The town ranks fifth in point of size in California, having a population of thirty thousand. It is one of the oldest cities of the State, having been founded in 1777 by Spanish soldiers and their families, as a *pueblo* of what was then the recently established Mission of Santa Clara.

The town is well built, its streets are wide and carefully kept, and it has many imposing public buildings, among which are the

City Hall, surrounded by a fine park, the Post Office, the State Normal School, and a number of fine churches. First among the hotels is the Vendome, near the broad-gauge depot, and within fifteen minutes' ride of the narrow-gauge station. This is a typical California hotel of the first class. The building is in the Queen Anne style of architecture, stands in the midst of large and well-laid-out gardens, and is surrounded on every side by shaded walks and drives. The hotel is large, with a fine dining-room, ballroom, and billiard-room, besides every addition necessary to comfortable living and indoor enjoyment. The Vendome is a popular resort for Californians in the summer months, and equally so for Eastern tourists and health-seekers during the winter, who escape the severe weather of their homes in the mild climate of the Garden City. It is also headquarters for visitors to the Lick Observatory.

The city owns its water-works and electric-light plants. There are five daily newspapers and a number of weekly and monthly publications. In educational advantages it is probably superior to any city of its size in the State, quite apart from its proximity to the Stanford University. Its high-school curriculum includes the classics and higher mathematics, and graduates from it are admitted directly to the University of California without examination. Within the city limits is the College of Notre Dame, the extensive buildings and grounds occupying an inclosure of ten acres. Here is also the University of the Pacific, owned and controlled by the Methodists, situated just beyond the city boundary. This institution has a campus of twelve acres, and among its fine buildings are a conservatory of music and an astronomical observatory, both of recent construction. Other educational establishments are the San José Institute and the Garden City Commercial College.

Within easy reach of San José are Alum Rock Springs and Cañon at the end of Alum Rock Avenue, which is practically an extension of the Alameda on the south side of the city. To the northeast of the city lie the strawberry gardens of Berryessa, and and to the northwest is Winters, a country rich in prunes and almonds.

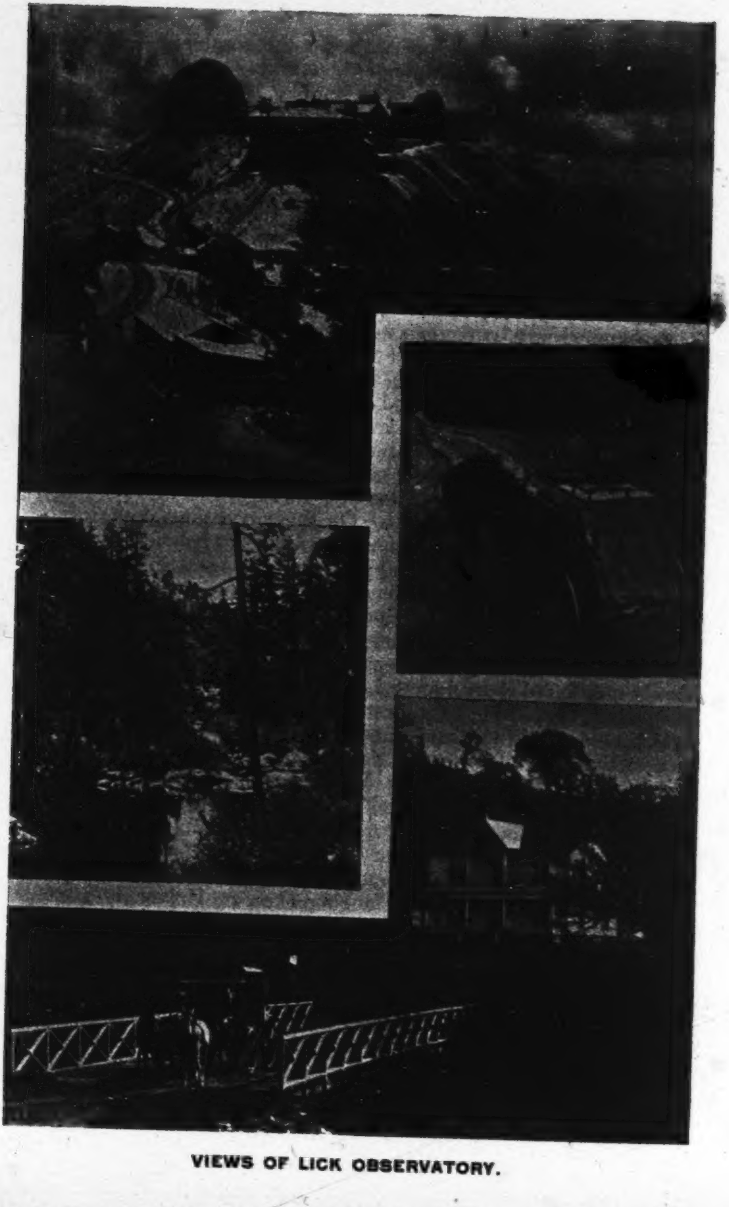
Lick Observatory.—(Distance from San Francisco—by rail to San Jose, fifty miles; by stage, twenty-seven miles. The regular mail stage leaves the Hotel Vendome, San José, every week-day at 7:30 A.M., returning about 6:00 P.M.; special stages on Saturday, leaving at 12:30 P.M., returning about 1:00 A.M. Sunday. Fare from San Francisco, for the round trip—$5.50 by the morning stage; $6.50 by the Saturday-afternoon stage.)

The roadway from the Garden City to the observatory, four thousand two hundred and nine feet above sea-level, is in excellent condition nearly all the year. In winter, however, the snow occasionally lies so deep for the last two or three miles as to make it unattainable by regular stage service. At times, also, in the winter, the storms of wind, rain, and sleet are so violent as to make the trip difficult, and at night even dangerous. In doubtful weather it is well to ascertain the probable conditions by telephoning the observatory.

The drive is a most interesting one. The first four or five miles of it is over the level Alum Rock road, with pleasant, well-kept farms on either side, while on the summit of the highest mountain, a dozen miles to the eastward, may be seen the white dome of the observatory. Then, turning abruptly to the right, the road winds along the sides of the foothills, among thrifty orchards and vineyards. This road to the summit of Mt. Hamilton was built by Santa Clara County, at a cost of about seventy-five thousand dollars, and is considered one of the best mountain roads in the world. The grade rarely exceeds six feet in one hundred. As it gradually rises above the floor of the valley, which is about ninety feet above sea-level, a beautiful panorama is spread out before the eyes of the traveler—a bird's-eye view of the Santa Clara Valley, dotted everywhere with farm-homes, and intersected with boundary-lines of fences and highways. To the north appears the Bay of San Francisco, and twenty miles to the westward the range of mountains by which the valley is partially inclosed. Eleven miles from San José, Grand View is reached (elevation, fifteen hundred feet), where the stage halts a few moments for the first change of horses. A fitting name and an inviting place to stop; for here the view of the valley is at its best.

From this point the road rises a little higher, then descends into Hall's Valley, a mile or two wide, then climbs another range of hills, the view here being only less beautiful than those which precede and follow. Rounding Cape Horn, another descent is made, —this time to Smith Creek, where is located, at an elevation of twenty-one hundred and forty-six feet, the nearest hotel to the observatory. A stop is made here for lunch; and tourists should arrange for accommodations, unless they wish to return to San José the same night. *There are no hotel accommodations at the summit.*

Leaving Smith Creek, there are yet seven miles of road before reaching the observatory, though in a direct line this objective point is only two miles from the hotel, and two thousand feet higher. This part of the road is tortuous almost beyond description, winding in and out of ravines, climbing terrace after terrace, extending in every possible direction by the compass. At length the observatory is reached, after completely encircling the peak on which it stands, and the eye is greeted with a panorama broader and more magnificent than any beheld in the course of the journey. For miles in every direction are rugged hills, scantily covered



VIEWS OF LICK OBSERVATORY.

with vegetation, mainly chaparral. To the southwest, far away, are the lofty Santa Lucia Mountains, sixty-five hundred feet high, while closer are the waters of Monterey Bay, barely visible over the intervening hills. Farther north, the conspicuous dome of Loma Prieta (thirty-seven hundred and ninety feet), then Santa Clara Valley, then the Bay of San Francisco fading away in the distant haze. On unusually clear days a glimpse of San Francisco may be had, and sometimes even of the ocean a little to the west of the city. Mt. Diablo and Mt. Tamalpais are visible at all seasons. A higher portion of Mt. Hamilton partially intercepts the view to the eastward; but, except in the hazy weather of summer, the snowy crest of the Sierra Nevadas, can be seen more than a hundred and twenty miles away, extending in a long silvery line from north to south.

On the arrival of the stage, the visitors are shown about the observatory by the janitor, and the principal pieces of apparatus explained. The stage usually arrives not later than 1:30 P.M., and departs at 2:30 P.M. On Saturday nights, the public are especially invited to visit the observatory, and, if the weather permits, are given the opportunity of looking through the thirty-six-inch and the twelve-inch telescopes. On these occasions the astronomers are at the service of the visitors, doing whatever they can to make their stay pleasant and profitable. As stated before, special stages leave the Hotel Vendome on Saturdays shortly after noon, returning about one o'clock next morning, and for this service a slightly higher fare is charged than for the regular day trip.

The Lick Astronomical Department of the University of California was founded by James Lick, who died in San Francisco, October 1, 1876. He left an estate valued at nearly four millions, which he deeded to a board of trustees, to expend in various public benefactions, specified in the deed of trust. His public gifts in San Francisco were as follows: For a monument in San Francisco (now in Golden Gate Park) to Francis Scott Key, author of "The Star-Spangled Banner," $60,000; for statuary, emblematic of three significant epochs in the history of the State of California, to be placed in front of the San Francisco City Hall, $100,000; for a home for old ladies in San Francisco (now on University Street, near Felton), $100,000; for free baths in San Francisco (now on Tenth Street, near Howard), $150,000; for a California institute of mechanic arts—a manual training-school for the boys and girls of San Francisco (now in the Potrero), $540,000. These are mentioned elsewhere in this work. His largest bequest was made for the Lick Observatory, the specific provisions of this bequest being as follows:—

"*Third*—To expend the sum of seven hundred thousand dollars ($700,000) for the purpose of purchasing land, and constructing and putting up on such land as shall be designated by the party of the first part, a powerful telescope, superior to and more powerful than any telescope yet made, with all the machinery appertaining thereto and appropriately connected therewith, or that is necessary and convenient to the most powerful telescope now in use, or suited to one more powerful than any yet constructed; and also a suitable observatory connected therewith. The parties of the second part hereto [The Board of Lick Trustees] and their successors shall, as soon as said telescope and observatory are constructed, convey the land whereupon the same may be situated, and the telescope and the observatory and all the machinery and apparatus connected therewith, to the corporation known as the Regents of the University of California; and if, after the construction of said telescope and observatory, there shall remain of said seven hundred thousand dollars in gold coin any surplus, the said parties of the second part shall turn over such surplus to said corporation, to be invested by it in bonds of the United States, or of the City and County of San Francisco, or other good and safe interest-bearing bonds, and the income thereof shall be devoted to the maintenance of said telescope and observatory, and shall be made useful in promoting science; and the said telescope and observatory are to be known as the Lick Astronomical Department of the University of California."

James Lick was born in Fredericksburg, Pennsylvania, August 25, 1796. He learned and practiced the trade of piano and organ making, was in business in Philadelphia in 1820, and later went to South America, where he followed the same business for several years. In 1847, he found his way to San Francisco. He made extensive investments in real estate, largely in the Santa Clara Valley, and from these arose the great fortune which was afterwards so well bestowed. He lived near San José for a long time, but spent the last years of his life in San Francisco. He knew little or nothing of astronomical science. Just how he first conceived the idea of founding a great observatory will perhaps never be known. The idea was led to a practical outcome, however, largely by the counsel of Professor George Davidson, of San Francisco. Impressed with the scientific importance of an observatory at high altitude, the latter wished to have the new institution placed on a great elevation in the Sierra Nevada range, but Mr. Lick chose Mt. Hamilton as the site, overlooking the beautiful valley which had so long been his home.

In 1876, Congress granted the original site of thirteen hundred and fifty acres; this has been added to by gifts and purchases until now the reservation amounts to twenty-five hundred and eighty-one acres. Work was begun on the observatory in 1880, and in 1888 it was formally turned over to the University.

The plans for the observatory were made in 1874 by Professor Simon Newcomb and by Professor Edward S. Holden, the present Director, who from that date to the present time has been identified with the history of this institution.

Through the main building extends a hall one hundred and ninety feet long, on one side of which are the library and various offices for the astronomers. This hall connects at either end with the domes for the thirty-six-inch and the twelve-inch telescopes. It contains some pieces of apparatus of minor importance, especially some of the self-recording meteorological instruments, and is adorned with many interesting pictures and transparencies. Another building near by contains the six-and-one-half-inch meridian-circle and the four-inch transit instrument. Detached domes at a considerable distance from this summit contain the Crocker six-inch photographic telescope and the Crossley thirty-six-inch reflector. The last-named instrument, intended also especially for photographic purposes, was presented to the observatory in March, 1895, by the Hon. Edward Crossley, M. P., of Halifax, England. Various other buildings about the observatory are used as dwellings, etc.

The great thirty-six-inch refractor is, of course, the chief object of interest to visitors. The tube is fifty-eight feet long, and the entire movable part of the apparatus weighs about seven tons. With all the minor details of mechanism, and the various pieces of auxiliary apparatus, it is a complicated and ingeniously made instrument, as well as interesting on account of its gigantic size. It is a noble monument, erected over the grave of the founder of the observatory, since his body rests in the base of the great pier supporting the telescope. Mr. Lick had several times expressed his desire to be buried at Mt. Hamilton, and in laying the brick foundation of the pier a suitable vault was made in the center. The tomb is marked by a bronze plate bearing the inscription,—

"HERE LIES THE BODY OF JAMES LICK"

Around the pier supporting the telescope is a circular observing-floor, sixty feet in diameter, made to rise and fall through a range of sixteen feet, to suit the convenience of the observer. Over all is the great hemispherical steel dome, eighty feet across, and weighing nearly one hundred tons. Both observing-floor and dome are moved by hydraulic power.

The important scientific work which has been done at the Lick Observatory is well known; a detailed account of it would exceed the limits of this book. Enough to say, that it has been such as to place the observatory among the leading astronomical institutions of the world.

Los Gatos ("The Cats"—mountain cats of the foothills).—Four hundred feet above the sea-level, among the foothills of the Santa Cruz range, surrounded by orchards, and blessed with an abundance of pure mountain-spring water, lies Los Gatos, very properly called "The Gem City." It is fifty-seven miles south of San Francisco and nine from San José, and has a population of fifty-five hundred. It offers unexcelled attractions for the home-seeker as well as the sojourner for a season. A drive of six miles takes one into a cañon nook where are hidden away the famed—

Pacific Congress Springs and Hotel.— The curative properties of this water are something wonderful, quite the same as the mineral spring at Ems, Germany. The hotel, the surrounding scenery, and the highland atmosphere are almost beyond compare. Extensive bathing-houses, including a large swimming-pool, are added to the other attractions, and the stream abounds in fish.

The Santa Cruz Mountains and the Big Tree Grove.— The Santa Cruz Division of the Southern Pacific passes over and through — literally through — the Santa Cruz Mountains, on to Del Monte, Monterey, and Pacific Grove, and every mile of this road is a pure delight. The charming slopes and cañons of the Coast Range are favorite resorts for people from all parts of the State — from the over-warm valleys of the interior, from the languor of the south, and from the winds and fogs of the north. The mingled sea and mountain air is delicious, balmy, and dreamy beyond description. There are heavy belts of timber, open, sunny, fertile ranches, and, in favored locations, orchards and gardens. There are singing mountain streams, and surprise water-falls, and tunnels and trestles, a new scene at every turn. It is like a great stereopticon entertainment — in the tunnels is between the slides; then the pictures! Suddenly the great deep, still shadows come upon us, and we are in the midst of the Big Tree Grove. This grove of mammoth redwoods is the most accessible of any in the State, and contains some of the finest specimens, though it is smaller in area, covering only twenty acres. Here are scores of trees from ten to twenty feet in diameter, the monarch being over three hundred feet high and twenty-one feet through at the base, sixty feet in circumference, and one hundred and nine feet to its first limb. The stump of one of these serves nicely for an orchestra stand. The hollow redwood in which General Fremont camped in 1847 is still known as the "Fremont Tree." Many years afterward, he returned, with his wife and daughter, and the group were photographed at the base of his one-time military camp, wherein he had eaten and slept so securely. Here are mountain pines a hundred feet high, white oaks seventy-five feet high and nine feet in diameter, fir, cedar, spruce, laurel, yew, madroño, manzanita, and many more of varying growth and habit; but the majestic redwood is monarch of them all, and of the world of trees as well, a species of eucalyptus that grows in the Australian wilds being its only rival. Six miles from Big Tree Station is—

Santa Cruz, (one hundred and twenty-one miles from San Francisco; population, six thousand).—This is one of the most popular seaside resorts of the State, having a bathing beach unexcelled on either ocean. Its situation is highly picturesque, on the northern point of Monterey Bay, built partly on the shore valley and partly on bluff and tableland, whence the view is enchanting. The town is sheltered from winds, and roses grow luxuriantly. Air and sun seem to bear healing on their wings. Here are good hotels and many handsome public buildings. The beautiful sea-mosses that are sent in albums and souvenirs all over the world are gathered and prepared here. The city occupies the site of the old Mission Santa Cruz, founded in 1771.

Monterey.—Opposite Santa Cruz, on the south side of Monterey Bay, lies the quaint and historic old town of Monterey. It is notable for beauty of situation, historic reminiscence, and "Del Monte." The scenery is a delectable picture,—rather, a series of pictures. The climate is warm in winter, cool in summer, and agreeable and healthful the entire year. Here, in 1662, the first cross was planted in California. An altar was erected and mass was celebrated by Don Sebastian Vizcaino, the early Spanish explorer. The bay and point of landing were christened Monterey, in honor of Conte de Monte Rey, Viceroy of Mexico under Philip the Third of Spain. The title signifies Mountain of the King. In 1770, Father Junípero Serra founded the Mission of San Carlos de Monterey, which was soon discontinued and re-established five miles from the coast, in Carmelo Valley—so named from its resemblance to the mountain promontory of Palestine which juts out into the Mediterranean.

In the Monterey mission the first Indian baptism in California took place. Monterey was the capital of the Spanish territory, and the first capital of the State after Commodore Sloat took possession, in June, 1846, in the name of the United States. Here also the convention met to frame the first State constitution. The old Government House, which served under three reigns, is converted into a public-school building. The mission church has been well preserved by careful restoration, and is still a comfortable place of worship. In the church library are records in the handwriting of Padre Serra and others of the mission. The ashes of Padre Serra lie in the old burial-ground.

Until within a few years, Monterey slept on. The ancient *adobes*, sinking and falling apart under the weight of their tile roofs, still outline the crooked thoroughfares. Specters of a painful, hopeful, romantic past, they seem to shrink from contact and contrast with smart new structures, brave in paint and decoration; for the *fin de siecle* spirit is rife in Monterey, and the antique flavor is being rapidly overcome by present-day occupation and enterprise. Monterey has a population of about two thousand people, and its near adjunct, Pacific Grove, fifteen hundred. (These are connected by street-car line, which extends also to Del Monte, a mile east of Monterey.)

Hotel Del Monte—the last station on the Coast Division of the Southern Pacific before reaching Monterey—is one hundred and twenty-five miles from San Francisco—about three hours' time,—and one may stop *en route*, if he chooses. (*Monte* sometimes signifies *forest*, instead of *mountain*, as in this place—Hotel of the Mountain.) The station-house is in a wooded glen, within pleasant walking distance of the hotel.

Many descriptions of Del Monte have been written. An impulse to tell others of the charms that have enchanted him seems always to seize the appreciative sojourner; yet there is an indescribable something about Del Monte that eludes the transcriber's pen and the photographer's skill. The chief charm lies in its surroundings—a forest of natural oak and stately pine interspersed with trees, shrubs, and flowering plants from all the zones of the earth. The majestic ivy-wreathed oaks and pines are marvels—like patriarchs of eld, yet full of vigor. The forest and gardens cover one hundred and thirty acres, in the highest state of cultivation, and include Laguna del Rey (Lake of the King), which has an area of fifteen acres. Macadamized roads lead in every direction to attractive places among the hills and by the sea. The buildings ramble along in most artistic fashion in the midst of courts of luxuriant tropical verdure and bloom. There are three imposing fronts; the main front, facing south, is three hundred and forty feet in length and one hundred and ten feet in width. The architecture is a combination of the old Flemish countryside mansion and the more modern Swiss *chalet*. Flowering vines literally embower the arched porticos, spacious verandas, and inviting balconies, and clamber up three stories to spread their 'broidery upon the roof. High overhead hang heavy clusters of roses innumerable—roses peeping at you from every nook; roses calling to you from everywhere, and tossing their fragrance upon the air you breathe. The atmosphere is perfect, the trees full of song-birds, the sky cloudless, the sun irresistible. There is not a false note to mar the harmony, but there are many grace notes in the artistic composition. The hotel is correspondingly beautiful within. There are two hundred and fifty handsome guest-rooms. The dining-room is a dream in clear crystal and pure white enamel, set apart in the midst of tree-shaded gardens, with nowhere the remote suggestion of the *cuisine*.

The hotel has its own water-works, with protection against fire in connection, its own lighting plant, and a pretty chapel within the grounds. It has also a racecourse, with extensive stables, and a little way down the avenue a large bathing and swimming establishment, perfect in its appointments. To crown all, the rates at Del Monte are so reasonable any traveler may linger to enjoy the delights thereof.

The Eighteen-Mile Drive around the peninsula passes through many scenes of historic interest and natural beauty. The stables at Del Monte can furnish carriage accommodations for two or two hundred, as the case may be. Passing through Monterey by a well macadamized road, with the bay on the right, and hill-slopes aflame with the golden eschscholtzia and the shimmering green of wild oats on the left, two miles from Monterey, we reach Pacific Grove, the Chautauqua of the Coast, and one of the younger children of the prolific parent in the Empire State, and her peer in many particulars. Here the stately pines and cypresses march down the hill-slopes in solemn conclave to the very water's edge, and wild flowers are as thick as blades of grass. The gardens are crowded with surprises and the houses hidden by vines.

El Carmelo is a large, handsome hotel, with a delightsome, homelike atmosphere. Moss Beach, Point Pinos, through the seven-thousand-acre park, from out the shaded highway we speed into the breezy open by the "loud-complaining sea." We make pause by the ruin of the old Mission of San Carlos del Carmelo, three miles from Monterey. The four Mexican bells that hung in its tower were distinctly heard in the village in those ancient days, and at their stroke the devout uncovered and bowed the head. Even at the gaming-table the hand was uplifted for pause and silence while the Angelus was ringing. The interior of the stone chapel was rich and beautiful with altar-cloths, carven woods, and vessels of gold brought from Spain. The magnificent oaks, pines, and cypresses, the grand sweep of vision over sea, and the exquisite glimpses of the mountain scenery are sufficient temptation for this celebrated "Drive."

THROUGH NAPA VALLEY

NAPA VALLEY is beautiful to the eye, productive under cultivation, and interesting in history. The route thither is *via* the Western Division of the Southern Pacific Company to Vallejo Junction; thence by ferry-boat across Carquinez Straits to Vallejo; and thence by rail forty-four miles to Calistoga — seventy-two miles from San Francisco. The valley varies in width from one to five miles, and the Napa River flows its entire length, carrying small steamers to Napa City, twenty-six miles. It is a valley of vineyards and orchards, and is odorous of grapes and wine from end to end. The mountain slopes on either side are as rich in cultivation as the levels. The Spaniards planted the first vines on the bottom lands; later growers are as successful with the hillside vineyards, where the choicest European varieties thrive, and wine-cellars are as links in a chain the extent of the valley. There is a peculiar warmth of soil and condition of air in Napa Valley — a thermal belt — which allows the production of semi-tropical fruits that do not grow elsewhere in the same latitude. Some of the largest palms in the State grow near the northern end of the valley. Scientists have said that this strip occupies a line of volcanic upheaval, and those same primal elements give it warmth and fertility. Springs, hot and cold, medicinal and pure, are active in many localities, culminating in the wonderful Geysers, elsewhere described. It is like a vale in Switzerland, and romantic villas and elegant countryside mansions, delightfully situated, are passed on the journey. Brief mention of the towns and resorts *en route* begins with —

Vallejo, (thirty-two miles from San Francisco,) the most important town in Solano County. It was made the capital of the state in 1851, on the granting of large concessions by General Mariano Vallejo, after whom the town was named. The seat of government was afterward transferred to Benicia, a few miles distant, and finally located at Sacramento. (Benicia is remembered chiefly by the traveler for its massive railway ferry). Vallejo has an excellent harbor and does a large shipping business, principally in grain.

Mare Island (a half-mile to the west of Vallejo) is an important naval station of the United States. It is nearly three miles long and one mile broad. Here are marine barracks, workshops, hospitals, arsenal, and the most extensive dry dock on the Western Coast. Officers' quarters are on a beautiful terrace in the center of the island, in the midst of well-kept gardens. A large force of men are employed in the workshops, which are equipped for the construction and repair of the largest ships. The narrow channel between the island and Vallejo is crossed by ferry-boats.

Napa City, the county seat, is a delightful combination of sylvan beauty and modern urban activity. It has six thousand population, good buildings, well-kept streets, with beautiful wooded heights and cañons for a background. An insane asylum which cost a million three hundred thousand dollars is located here. Six miles up in the Sonoma Mountains are the famous Soda Springs, where the Napa soda of the commercial world is bottled and shipped. Several thousand bottles are exported daily. The water holds in solution the same properties that give the Bohemian Carlsbad its celebrity. It is a charming spot for the person in health, and a helpful place for the feeble who would grow strong.

The Veterans' Home is at Yountville, eight miles north of Napa City.

St. Helena, another picturesque village, is in the center of Napa Valley, two and a half hours from San Francisco. Situated on a plateau one hundred feet above the river, it commands landscape views unexcelled. It is surrounded by vineyards and orchards of luxuriant growth, and is a natural sanitarium. Near the city are White Sulphur Springs, where is a fine hotel, and Ætna Springs. St. Helena has a United States bonded warehouse, fifty wine-cellars, and three thousand people.

Calistoga has a story of its own, though its natural charms and advantages are sufficient to give it an enviable place in the record of resorts. It is situated at the upper extremity of the valley, and is the terminus of the branch road. It is in its decadence as a popular resort, but its spring waters have the same healing virtues as when the great hotel for society people stood in the midst of them and the band played every evening. "The Witch of St. Helena," weaves her vapors about the mountain crest, just as Robert Louis Stevenson describes it. The beautiful mountain is forty-three hundred and forty-three feet high, and the ride along good roads to the summit is a most pleasurable experience. You get glimpses *en route* of the whole valley in its flowery and fruitful luxuriance. You wind and wind, with wild flowers reaching out at you on every side, whispering leaves over your head, and the sound of falling, rippling water in your ears.

You pause at the ruin of the camp of "The Silverado Squatters," and think of the poet-romancer who drank the elixir of life from the health-bestowing breezes and inspiration from the wild beauty of his surrounding. Here is the hill path he climbed with the dripping water-pail, intent on the breakfast coffee. Over there is "Grigsby's Mine" of Bret-Harte remembrance, and everywhere are the flaming Indian pinks and wild begonias. Sibyl Sanderson, the now famous singer, used to spend her summers in and around Calistoga. "An odd, independent sort of a girl, and a good horseback rider," is what they who remember her say.

Sam Brannan was the progenitor of Calistoga. He landed at Yerba Buena in 1846, with a shipload of Mormons, money in his pockets, and pistols in his belt. He bought thousands of acres at the head of Napa Valley, had the railroad extended to his purchases, planted orchards and vine-lands, and established at great expense a tea-farm, sending to China and Japan for plants. This proved a failure. He did the atrocious deed that fastened upon the helpless bit of Arcady its dreadful name; he took the first half of California and the latter half of Saratoga and did the smithy's act.

The Petrified Forest.— Two great natural wonders are in the vicinity of Calistoga — the Geysers, or boiling springs, (described in the journeys northward into Sonoma County, which parallel this one,) and the Petrified Forest. Much has been written concerning the origin of this remarkable phenomenon. One theory is of its submergence ages ago by eruption of some volcano, possibly St. Helena. Swept down and covered by this volcanic ash and lava, the change went on during centuries of burial. Gradually, by erosion, it was uncovered, a fallen forest of stone, every tree, limb, and branch remaining as the catastrophe left it. The theory is without support, except its plausibility. One can only gaze in silence, with a feeling of awe at the mystery of the universe. To say that tons of this wooden rock have been carried away by curio seekers, would scarcely be an exaggeration.

There are stage routes from Calistoga to the resorts of Lake County, and most exhilarating rides over the mountains for the adventurous ones. The old freight trails are still utilized, and the mountaineer's warning bell is heard.

IN CONTRA COSTA COUNTY

ANOTHER little journey north and east through Contra Costa County gives some points of view worth considering. The route is *via* the Oakland ferry and the Western Division of the Southern Pacific Company.

Port Costa, twenty-six miles from Oakland, has large grain storage-houses and extensive wharfage. The great wheat product of the Sacramento and San Joaquin Valleys is transferred from cars to ship at this point.

Martinez, the capital of Contra Costa County — thirty miles north of Oakland, on the Straits of Carquinez, which connect the Bays of San Pablo and Suisun, — is a thrifty, garden-like little town of eighteen hundred population. It is delightfully situated, has an excellent health record, and is a chosen landing for picnic parties by steamer.

Mt. Diablo, (by stage from Martinez, where saddle-horses or carriages can be hired for the journey to the hotel near the summit, eighteen miles; by stage from Oakland, thirty miles; or by rail to Haywards, and thence by stage).—Mt. Diablo, nearly four thousand feet high, is the objective point for most tourists in Contra Costa County. Its white winter cap is seen from San Francisco, lifting above the Oakland Heights. There is a good wagon-road to the summit, from which the view is one of the finest in California. Owing to its location, relatively, the outlook from the summit covers an area of sea and land of thirty-two thousand square miles. It has been said that from the summit of Diablo one overlooks half the population of California. The principal mountain peaks of the High Sierras are within vision — Mt. Whitney, the highest point in the State, two hundred and twenty-five miles distant, (altitude, 14,522 feet). Mt. Diablo is the meridian of scientific exploration in the State.

LAKE TAHOE—DONNER LAKE—THE HIGH SIERRAS

Lake Tahoe, (from Oakland ferry *via* the Ogden line of the Southern Pacific Company to Truckee, two hundred and nine miles from San Francisco; thence by stage fourteen miles).—The stage-road from Truckee is along the Truckee River, which comes foaming down from the High Sierras, and by use of which the lumber cut in the district is floated to the town. This interest may be watched in its various phases at intervals in the three hours' ride. The wooded ravines and rugged heights give many inspiring pictures to the eye, and the mountain ozone is exhilarating. Lake Tahoe (Indian name—pronounced *Tah'oo* by the natives) is twenty-five miles long and from ten to fourteen wide, and is six thousand seven hundred feet above sea-level. The Sierras that surround it are covered with snow during winter months, but the water of the lake never freezes. Its depth is fathomless and the theory has been formulated that the bottom of the lake is near the volcanic elements, which accounts for its even temperature the year round; the water is transparent, blue, and cold. The shores are lined with picturesque forests of pine, and the beach is most beautiful. One would think its placid bosom could never be stirred by storm; but at times its waters suddenly become troubled and are tossed into foaming breakers. Good hotels, pleasure-boats, fishing-boats (Tahoe trout are a great luxury), cottages, tents—all the belongings of a first-class pleasure resort—surround this mountain lake. It is one of the most restful, recuperative places possible to imagine, and a fine class of sojourners have come to know the charming spot.

Donner Lake, three miles from the town of Truckee, on the Ogden branch of the Southern Pacific Company, is nestled down just below the summit of the High Sierras, a bright particular jewel of the upper lands. It is three miles long by one mile wide, and its depth is unknown. Its elevation is six thousand one hundred and thirty feet. On its shores are magnificent pine forests, and its mirror-like depths reflect scores of snowy peaks that lift into the clouds. The "High Sierras" embrace a territory extending south from Tahoe to Mt. Whitney, and the glory of the region is indescribable.

Donner Lake received its name from the sad story of a party of emigrants, many of whom perished there, in the winter of 1846-47. The wagon-trains were late reaching the Sierra Nevadas, but a portion of the party determined to brave the mountain snows and proceed, while the more cautious decided to go into winter quarters near what is now known as Truckee Lake. The mountain party, of eighty or more, including thirty women and several children, were snowed under in the deep ravine where they were obliged to halt, and many of them died of slow starvation. November,—December,—January passed before their dreadful situation became known and relief could be sent them from California camps. The first relief party reached them in mid-February. For weeks those who still survived had kept alive by feeding on bullocks' hides. Those who were able went with the rescuers over the mountains to the camp, and provisions were sent the others, who were too weak to proceed. Late in April the last survivor of this dreadful tragedy of the Sierras was taken from the camp of death and desolation. The original party numbered eighty-seven, of whom forty-eight survived.

The party was commanded by Mr. Donner, of Illinois, and consisted of bright, intelligent, worthy persons. Some of the younger women were school-teachers, anticipating pioneer work in their line in the new El Dorado. So unforgettable is the horror of it all, to recall it after a half-century has elapsed, is to give pain to those who still survive. They cannot be persuaded to talk of it, and are glad if the knowledge of such a sad distinction escapes the visitor.

Truckee, the point of departure from these wonderful mountain lakes, has many interesting features. Two hundred and nine miles east of San Francisco, one hundred and nineteen from Sacramento, it is situated in the heart of the Sierras, the center of an extensive lumber region, and has two thousand inhabitants. Here is the celebrated rocking stone, tons in weight, perfectly poised on a flat surface. The hand of a child can cause it to vibrate. One of the unsolvable puzzles is, How came it there, balanced with such nice precision? The Truckee annual ice palace has helped make the fame of the town. Here the dwellers in the land of perpetual sunshine may throw away their roses and be speedily transported to a boreal realm which rivals New England's most frigid possibilities.

A standard-gauge railroad between Truckee and a point on the northern shore of Lake Tahoe is in contemplation, a corporation having been formed for its construction.

THE SHASTA ROUTE

THE picturesque pleasure routes of California are so many that to describe them in detail would be to actually cover the State. But there are some journeys and scenes which the traveler must include in his itinerary or suffer a loss greater than he can imagine. One of these is the route to Mt. Shasta and intervening resorts. Whatever else, however much he has seen and enjoyed, Shasta the superb still invites him. The route thither is by the way of the Shasta Division of the Southern Pacific, starting from the Oakland ferry.

Sacramento, the capital of the State, is the first place of importance to mention. It is situated on the eastern border of Sacramento County, upon the Sacramento River, ninety miles north and east of San Francisco. It is a brisk, up-to-date, hustling city of thirty-five thousand people. The capitol is an elegant structure erected at a cost of three million dollars. Sacramento is connected with San Francisco by five daily trains and by river steamers. Its workshops and factories are many and extensive. Its Exposition Building and State Agricultural Society's grounds are the finest west of Chicago, and the stockyards and racetracks are of the best in the United States. It has fine, wide streets, bordered with shade-trees and many handsome and substantial public buildings and elegant private residences. The extensive car and machine shops of the Southern Pacific are located here.

At Roseville, eighteen miles northeast of Sacramento, we leave the Ogden line and go due north. Fifty-two miles from Sacramento, is Marysville, one of the early mining centers of California. It is a thriving city of ten thousand inhabitants, the county seat of Yuba County, situated on the Yuba River. Opposite Marysville, across the river, is Yuba, the county seat of Sutter County.

From Sacramento to Shasta we have the beautiful Sacramento River for company nearly all the way, through the picturesque scenery of the Coast Range, the Rogue River Valley, the Siskiyou Peaks, Strawberry Valley, and the Soda Springs region,— one of the most beautiful waters in the world, clear as crystal, deep, rapid, and winding down from the snowy heights of the Siskiyous it comes, its volume swelled by the springs and streams of Mt. Shasta, and hundreds of miles south turns the wide valley into a veritable Garden of Eden. Indeed, the glory of the whole mountain region is its rivers, with their rapids, cascades, and falls, and the countless mountain streams that sing and glitter and splash through ravines and over rocks, bringing greenness and beauty to otherwise arid plains and barren heights. These mountain streams of the Siskiyous have other missions than to form lacelike cascades and misty falls. They are piped all over this rugged region, and are an important agency in developing the wonderfully rich gold mines of the Siskiyou range, where renewed activity is giving employment to a constantly increasing number of men.

Redding, the capital town of Shasta County, one hundred and nineteen miles above Marysville, in one of the thrifty towns of Northern California, and is within twelve miles of the famous gold and copper mines of Iron Mountain, where several thousand people are now engaged in this industry.

From Redding northward the climb of the Siskiyous begins. The traveler, seated at ease in the comfortable security of his palace car, gazes with astonishment and delight down into deep abysms whose tall pines and cedars appear as shrubs, and great trestles, crossed with bated breath a few moments before, look like rustic bridges from the quickly attained height above them. He exclaims until the rich English language is exhausted of adjectives, but he little realizes the stupendous obstacles that confronted the railway engineers who were set to the task of scaling the height and piercing the heart of the rocky Siskiyous. For years the railways either side this towering barrier reached out in vain. Experts said it cannot be done; were the labor to accomplish it possible, the expense would forbid. The determination and persistence of the Southern Pacific Company triumphed, and thus some of the finest mountain scenery on the continent is given to the traveler's vision. It would seem that the Great Designer had studied effect in composition, and nothing that could add to the grandeur and awesomeness, the solemnity and inspiration of the varied and fascinating pictures had been forgotten. In these mighty achievements, the genius of man, the creature, who operates so intelligently with the Creator, must compel homage. When the Seen and the Unseen thus meet on the sublime heights, all finitude approaches nearer the Infinite. The mental uplift corresponds with the material, though this incidental gain is rarely considered.

Sweetbrier Camp.—Forty-five miles above Redding in the midst of all that is health-inspiring and enjoyable, is situated

Sweetbrier Camp, so named from a large ranch famous along the route in the old stage days. It is four miles from the celebrated "Tavern of Castle Crag," and commands views of much of the same magnificent scenery. Because of its firm, dry soil, pure water, sunny nooks, and exhilarating atmosphere, it is the ideal camping-ground. The beautiful Sacramento flows through the grounds, the fishing is excellent, and soda springs and many more unnamed points of interest are in the near vicinity. The upper valley of the Sacramento has well been called one vast sanitarium.

Castle Crag.—The station of Castle Crag is sixty miles above Redding. The rugged granite heights and deep, dark gorges have the appearance of the ruin of a mighty granite mountain shattered and scattered by some great sudden force of nature into many vast fragments which take the form of turrets and lofty spires and broken cathedral walls. The awesome immensity of this confusion of perpendicular rocks is difficult to imagine. From Crag View summit the sweep of vision is unexcelled for grandeur and variety in Northern California. In some respects it is more comprehensive than that from the summit of Mt. Shasta. The Crag reaches an altitude of six thousand eight hundred feet. One of the chief glories of the place, and one upon which many of the delights of comfortable exploration are contingent, is the famous—

"Tavern of the Crag."—Near the junction of the Sacramento River and Soda Creek there once stood, on the old Oregon wagon-trail, a stage tavern that furnished "entertainment for man and beast." There were grassy mountain meadows along the creek, and hay was a valuable product. The old order of things has passed away, but the grand river and the green highland meadows remain, and in this picturesque mountain glen now stands the modern Tavern which has little in common with the old-time inn except its heartsome Californian hospitality. Red clover, timothy, and daisies, and apple orchards that shower their pink-white blossoms in the good old way, remind the New Englander that he has n't far to go to find remedy for the severest spell of homesickness. There are superb views of Castle Crag and Mt. Shasta, and the countless mountain streams are full of trout. To satisfy the appetite one gets from the ozonic air in this altitude with trout from the crystal cold water, is far removed from ordinary feeding and approaches a divine delight. The Tavern is a blend in architecture; its wide, ample verandas are distinctively of the sunny southern clime, and the roof, broken by dormer windows, is as surely of the Colonial type. To enumerate the comforts and conveniences of the Tavern is to repeat what is said of scores of other places of entertainment. California has a world-wide fame for her splendid hotels and their reasonable rates of living.

Upper Soda Springs are five miles above Castle Crag station. The cañon grows wilder and more rugged, the walls more precipitous as we proceed. The springs are a favorite resort of the old time and the new.

Mossbrae Falls are in close proximity to the springs, a fairyland spectacle for the most accustomed traveler. We have seen bluffs hundreds of feet high with water dashing over the rocks a good many times, but never before have we seen a mountain wall overspread with green fern-moss, leaf upon leaf, spray upon spray, delicate tendrils overhanging one another, until the whole is a mass of green tracery, crowned aloft with stately and solemn pines. This were enough, but it is only the ground for the picture. Pouring from the heights, springing from the mountain-side, the pure, clear water comes falling over the emerald walls, not in drowning torrents, but in snowy, lacelike foam, pearl-sown and diamonded with the sunlight upon it. And so the evergreen moss grows thicker and thicker as the soft, sweet water goes laughing over it into the winding river at the base of the cliffs, and Mossbrae Falls remain a thing of beauty and a joy forever.

These copious springs overflowing verdurous precipices continue for a half-mile up the cañon. Near Muir's Peak, named for the California mountain expert, and second in interest to Shasta, are the big springs once supposed to be the source of the Sacramento River; but it is since determined that this glorious watercourse has its rise in the chain of small lakes lying northwest of Castle Crag, though Shasta's melting snows add continually to its volume.

Shasta Soda Springs are a little way north of Mossbrae, and all trains stop to give the traveler an opportunity to taste the pure, sparkling soda-water. All about this neighborhood are favorite camping resorts known of many Californians.

Mount Shasta.—The crowning glory of the Siskiyou region is Shasta the sublime, the unapproachable. Sisson Station, in Strawberry Valley, is the most favorable point of observation. As the train approaches, every eye is alert, every pulse quickened by anticipation. There may be a murmur of disappointment that the monarch of the Siskiyous is enveloped in cloudy vapor. Suddenly, while we are watching, away up above the clouds two majestic white peaks lift into sight. It is like a revelation from heaven. Slowly the mists roll in splendor down and away, the pyramids of ice and snow glitter in the sunshine, and the outline of the entire mountain comes clearly into vision.

Shasta's snowy cone is 14,440 feet high, a landmark for the surrounding region for a radius of a hundred miles. Every visible feature of the mountain speaks of old volcanic fires. On the northwest side is a subordinate cone, three thousand feet below the summit, which shows the latest activity. The main summit is a mile and a half in diameter bounded by crumbling peaks and ridges among which one seeks in vain for the ancient crater. Just below the extreme summit hot sulphurous gases rise from numerous fissures, mixed with spray from melting snows — faint reminiscence of the mighty force that in ages long gone by uplifted and fashioned the mysterious mountain that holds the secrets of hundreds of years within its rock-ribbed walls. Muir calls it "the grandest of all the fire mountains of the Sierra," and viewed by his scientific eye, he beholds and predicts the certainty of future eruptions. The fertile foothills and highland valley lands at its base bear verdure, blossom, and fruit, and teem with life's joyous activities — all the essentials for another Vesuvian tragedy in a near or far cycle. But the happy dwellers in Strawberry Vale are not worrying greatly about it.

Joaquin Miller says eloquently of this glorious mountain: —

> "As lone as God and as white as a winter moon, Mt. Shasta starts up suddenly and solitary from the heart of the great black forest of California. . . . It has no rival. A shining pyramid in mail of everlasting frosts and ice, the sailor sometimes catches a glimpse of it from the sea, a hundred miles away to the west, and from the dome of the Capitol, three hundred and twenty miles distant, it may be seen. And afar out on the sagebrush plains the emigrant beholds the snowy, solitary pillar and lifts his hands to it as to a sign."

The circumference of Shasta is seventy-five miles at the timber line, eleven thousand feet up. The line of perpetual snow is ten thousand feet. The distance in an air-line from Sisson railway station, at the base, to the summit is twelve miles. Mt. Shasta is visible at intervals for two hundred miles of the route thither. Until late years the ascent of this mountain has been left to scientists and explorers, but ambitious climbers have proven its accomplishment possible and not necessarily dangerous. A good guide, time, endurance, and nerve are the requisites; August and September are the months.

Sixty-seven miles farther north, we reach the State line, four hundred and five miles from San Francisco. Entering Tunnel No. 13 (length, 3,108 feet; elevation, 4,134 feet) we get the last glimpse of California. We have crossed the Sacramento River eighteen times and climbed a grade one hundred and seventy-four feet to the mile. The foregoing paragraphs give but a faint idea of the picturesque beauty of the journey.

THE YOSEMITE VALLEY

THE Yosemite is the climax of California's incomparable mountain scenery. "See Paris and die," is the old adage. "See Yosemite and live," is the revised version. Life is richer, fuller, more comprehensive forever after. The familiar and popular route from San Francisco is *via* the Oakland ferry, Port Costa, Tracy, Lathrop, and Berenda to Raymond by rail; thence by stage through Ahwahnee and Wawona to the valley. (Time, forty-three and a half hours; expense, about forty dollars the round trip.)

From Southern California, leaving Los Angeles or Santa Barbara, the route is *via* Mojave, Bakersfield, Tulare, Fresno, and Berenda to Raymond; thence by stage. (Time, sixty-three and a half hours; round trip from Los Angeles, fifty dollars. To take in the Mariposa grove of big trees adds two dollars to the tariff.)

The latest itinerary is by boat from San Francisco to Stockton; thence by the San Francisco and San Joaquin Valley Railway to Merced; thence the remainder of the journey by stage. (Time, forty-six hours; fare, twenty-nine and a half dollars, round trip.) The stage ride in any of these journeys is something to be thankful for rather than to dread.

Travelers into the Yosemite Valley should not burden themselves with extra luggage, but should be prepared for changes of weather. A light suit and a heavy one and a warm wrap should be part of the outfit for women. Leggins and strong walking-shoes are useful adjuncts. Those who bid for the greatest amount of comfort and enjoyment wear the bicycle, or mountain-climbing, suit.

Stockton is a city of too great importance to pass *en route* without some lines of description. It calls itself the Chicago of the Coast, and with reason, as it is the manufacturing city of the Pacific. It is the county town of San Joaquin, the gateway to that rich valley. It has a splendid school system, wide, handsome, well-paved streets, and fine shade-trees. It has natural gas, which is used for fuel and lighting to an appreciable extent; it has the largest flouring-mills in the United States, is the head of navigation, and boasts excellent facilities for transportation. The enormous grain product of the San Joaquin Valley makes it the greatest wheat market on the coast. Recent discoveries of coal deposits near the city promise to make it the most important coal-shipping point of the Pacific States. Stockton was laid out about the time gold was discovered in California, and its name was given in honor of Commodore Stockton, a prominent figure in the conquest of California. A State asylum for the insane is located here.

The Yosemite Valley is a narrow gorge nearly in the center of the State, north and south, and midway between the east and west bases of the Sierras. It is about six miles long and from half a mile to a mile in width. The floor of the valley is quite level, has an altitude of four thousand and sixty feet above the level of the sea, and is one mile perpendicular below the summits of the surrounding mountains. Its direction is generally northeast and easterly. Close to the upper end it suddenly turns, almost at right angles, and opens out into three branches, by either of which the general level of the Sierras may be attained by a series of stupendous steps. Through each of these cañons there go plunging down, with ceaseless roar, separate forks of the Merced River, in a sequence of splendid cataracts. The river flows through the center of the valley, sixty feet wide, with a minimum depth of four feet. Its current is swift and strong. The Indian name for the valley was *Ahwahnee*—a place of great water. *Yo Semite* signifies grizzly bear. At the lower end the valley contracts until it becomes little more than a wall-bound gorge.

According to Professor Whitney, the principal features of the Yosemite, those by which it is distinguished from all other known valleys, are "its nearly vertical walls, their great height, not only absolutely, but compared with the width of the valley itself, and the very small amount of talus, or debris, at the base of these gigantic cliffs." The most striking and sublime natural scenes yet discovered in the known universe are this combination of heights and depths, cascades and waterfalls. Any single dome of the Yosemite, separated from its environment and transplanted to a common landscape, would tranfix the world with wonderment. An attempt at detailed description results in confusion. The peaks of the Yosemite are seventeen times as high as the tallest European cathedral; the chief waterfall is sixteen times the height of the precipice of Niagara. Then the coloring, the cloud effects, the wealth of ferns and shrubs and mountain flora add to the enchantment. The language is beggared, and no adequate conception of the grandeur of its changing scenes can be conveyed.

A little way up the Tenaya Cañon is the enchanting sheet of water known as Mirror Lake, an expanse of purest crystal, covering several acres, its edge fringed with trees, while in the background rise the mighty domes of rock, in their awesome sublimity.

The best time to visit this spot is in early morning, before its placid bosom shall have become ruffled with the noonday winds; then it is that from its depths appears an exact reflection of all surrounding objects. The lofty crags at once appear to extend downwards in precise similitude of their upward growth. The trees retain their color in this looking-glass of nature, while in the photographs of the scene it is hard to distinguish the line where earth and water meet.

To enumerate briefly: On the northern side El Capitan presents an unbroken front, sheer 3,300 feet, quite barren of any semblance to vegetation; Three Brothers, Yosemite Point, Three Graces, Sentinel Dome, Washington Tower, and the North Dome are names that stand for chapters of study and description. On the southern side are Inspiration Point, Cathedral Rocks, Cathedral Spires, Sentinel Rock and Dome, Glacier Point, and the wall of Tululawiak Cañon. At the eastern end are Grizzly Peak and Half (or South) Dome, the last mentioned rising a sheer granite wall over 4,700 feet, crested with a summit area of ten acres. Cloud's Rest excels this altitude—6,450 feet above the valley; 10,510 feet above sea-level. There are fifteen of these heights, ranging from 2,400 feet to 6,450 feet above the valley and 6,460 feet to 10,510 feet above the sea.

One of the prettiest of all Indian legends which has been handed down uncorrupted is connected with El Capitan and South Dome. The Indian names for these peaks were Totokonula and and Tesaiyac respectively, and this is their story:—

El Capitan was the abode of the semi-deity of the valley, Totokonula, who supplied the Indians' earthly wants. The South Dome was the habitation of a supernatural maiden, Tesaiyac (frequently spelled *Tisayac*). Each mountain received the name of the being supposed to reside there. Tesaiyac is described as a sea-nymph from the south, endowed with wings, and partially enveloped in a floating cloud. Her fine golden hair hung in long loose waves. Her eyes of a heavenly blue heightened the charm of a lovely face. Totokonula became enamored with her beauty and followed her from crag to peak in vain pursuit. Without his care the inhabitants of the valley where menaced with dangers; the waters wasted away, the herbage withered, the leaves dropped from the oaks, and the acorns ceased to grow. In their distress they vainly prayed to their infatuated guardian. Tesaiyac heard their cries, and repenting the evils she had caused him, disappeared from the South Dome forever. At that instant a severe earthquake was felt, and the South Dome was rent in twain; half of it disappeared, and the cooling waters from Lake Tenaya, which had

YOSEMITE VALLEY

previously emptied into the Tuolumne, filled the parched bed of the Merced, and refreshed the thirsty land. The song of babbling waters and the drooping willows' soft replies again were heard, the herbs revived, the oaks resumed their robes of green, the needed acorns reached a full fruition, and plenty filled a happy land. The Indians believe that Tesaiyac lowered a cloud on which Totokonula mounted to the regions of the blest. They also aver that the little white violets, scattered through the meadow-land, had their origin in the down from Tesaiyac's wings that the breeze wafted thither when the maiden departed.

A San Francisco writer gives these word-pictures:—

"Shimmering through the trees is the dying sunlight, touching the leaves with silver and gold, and transforming the dusty road into a street of crimson light, as we wind in and out among the rocks and trees beside the river rushing onward to the sea. We can imagine that the New Jerusalem lies not far away, as we revel in the changing light, and listen to the birds singing lullabies to their little ones, while they rock them in the wind-swayed bough, by the flickering light of the All-Mother's candle. The woods begin to darken with the lengthening shadows, as we near the floor of the valley, when presto! change! we sweep through the gates of the long mountain ranges into the dazzling blaze of a sunset on the mountains. We spring to our feet and wave our hands, while we sing 'Hallelujah!' as the doors of this heavenly city are thrown open to receive us. In the warmth and glow and grandeur of this new old scene how the soul rejoices!

. . . .

"We stand in the center of chains of snowy mountains, surrounded by gulches and chasms innumerable, while thousands of feet below the sleeping valley lies. The impression one gets of this under-world from these awful heights is silence, sleep, death. Encompassing us like a great 'cloud of witnesses,' these eternal towering rocks are standing. Not a whisper reaches us from the yawning gulfs and bottomless chasms, which seem to possess the power to draw us downward into their destructive embrace. Through the great rifts in the rocks the sunlight plays. Around, behind, before the somber shadows fall. We file round and round this mighty circle, discovering new points of interest at every turn. Devoutly we worship the Indian's Great Spirit for the thousandth time since our entrance to the valley. Sadly we wave a good-by to these helpful preachers, and slowly retrace our way to the edge of the meadows."

On the next page is a tabulation of the principal heights and waterfalls. The Bridal Veil Fall is a wavering column of fleecy white spray flung over the sheer rocks nine hundred and thirty feet down. This unparalleled spectacle is seen at its maximum in the months of May and June, as the volume of water diminishes later in the summer months. May, however, is early for the tour, especially after a winter with a great amount of snow.

Excellent hotel and other accommodations add to the comfort of the traveler, and induce him to prolong his sojourn, as he will wisely do if he can command the time; for these marvelous manifestations of Nature in her wildest mood cannot be understood and fully appreciated in a brief and hasty tour.

WATERFALLS

	Height.
Bridal Veil (*Po-ho-no*—Spirit of the evil wind)	940 ft.
Yosemite (*Yo-sem-i-te*—Large grizzly bear); width at top, 37 ft. First fall, 1,600 ft.; second fall, 534 ft.; third fall, 500 ft.	2,634
Vernal (*Pi-wy-ack*—Cataract of diamonds)	350
Nevada (*Yo-wi-yee*—Meandering)	700
South Fork (*Too-lool-we-ack*—Rushing waters)	500
Royal Arch (*To-coy-oe*—Shade to Indian baby-basket)	2,000
Sentinel Cascade (*Loya*)	3,270
Ribbon (*Lung-oo-too-koo-ya*—Long and slender)	3,300

MOUNTAINS

	Above the Valley	*Above the Sea.*
Cathedral Spires (*Po-si-nas-chuc-ka*—Large acorn cache-basket)	2,400 ft.	6,460 ft.
Washington Column	2,500	6,560
Cathedral Rocks	2,660	6,720
Sentinel Rock (*Loya*)	3,270	7,330
El Capitan (*To-to-ko-nu-la*—Great chief of the valley)	3,300	7,360
Glacier Rock	3,700	7,760
North Dome (*To-coy-oe*—Shade to Indian baby-basket)	3,725	7,785
Three Graces (*Wah-wah-le-na*)	3,750	7,810
Three Brothers (*Pom-pom-pa-sus*—Mountains playing leap-frog)	3,830	7,890
Sentinel Dome	4,150	8,210
Cap of Liberty (*Mah-ta*—Martyr mountain)	4,600	8,660
South (or Half) Dome (*Te-sai-yac*—Goddess of the valley)	4,737	8,797
Starr King	5,600	9,660
Cloud's Rest	6,450	10,510
Round Tower (*Hunto*—The watching eye)	2,400	....

NOTE.—The words in parentheses give the Indian name and its signification.

THE BIG TREES

TABLES of measurements and pages of description can but faintly portray, even to the imaginative mind, the majesty of the sequoias of California. The Druids gave souls to trees, and the keenly susceptible lover of nature recognizes a kinship that is almost humanly real. In what goodly company of sages and patriarchs is he who stands in the midst of the *Sequoias gigantea*, the unmistakable sign-record of some of which proclaim that they were growing when the Deluge came upon the earth! These whisper to scientists that what is now California was not submerged by the flood. According to indications, she was purified by fire. Indeed, the State seems set apart by some particularity in every phase of her birth, existence, and growth.

In the Atlantic States a maple, oak, or pine four or six feet in diameter is a notable specimen for vastness and attains wide celebrity. The largest of the sequoias have limbs four and six feet through one hundred feet from the ground, and their topmost boughs salute the rising sun three and four hundred feet above our heads.

The Mammoth tree is a cone-bearing evergreen (the smallest of cones), classified by Linnæus with the cypress. In 1850, Endlichen, a German botanist, subdivided the species, and the redwood was declared to belong to a new and separate order, which was titled *Sequoia*—originally spelled *Sequoyah*. It was the name of an Indian chief of the Cherokee Nation who died of homesickness after the banishment of his tribe beyond the Mississippi. He died in New Mexico in 1843, but the monarch of the world's vegetable kingdom will long keep his memory green. The sequoia is found only in California on the mountain slopes. The great trees of California were discovered to the world in 1853, but the gold fever ran too high in San Francisco for any other discovery to attract attention.

As a building timber the redwood has no superior, scarcely an equal. It is almost indestructible by the natural process of decay; it is quite impervious to fire under ordinary conditions,—the foliage of the tree is quick to burn, but not the wood,—and it never shrinks and swells; it is fine-fibered, beautiful in color, clean, smooth, and remarkably free from blemish, and easily takes a fine finish. The three principal groves are the Mariposa, Calaveras, and Tuolumne, bearing the names of the counties in which they are situated. Lesser groups are in the Santa Cruz Mountains, already mentioned, and the Merced group, near Buena Vista Gap, on the stage route in the third itinerary to the Yosemite. There are also some magnificent specimens in the redwood forests in Mendocino and Humboldt Counties

The Mariposa Grove is on the old stage journey to the Yosemite, and is included in the same itinerary, as it is also in the same reservation. Its elevation is twenty-five hundred feet above the surrounding level, and sixty-five hundred feet above the sea. It lies in a little valley between Big Creek and the South Merced, and is a part of the old Mariposa Grant. Twenty-five hundred acres were set apart by act of Congress, "for public use, resort, and recreation." There are two groups in the Mariposa Grove — six hundred trees in all. The entrance to Mariposa Grove by coach-and-four is through the base of the gigantic tree, "Wawona," and there are others much larger. This archway, which was bored and burned through, is some ten feet in diameter and twelve feet high, and on either side there yet remains a solid wall of ten feet of wood, which supports the tree. "The Grizzly Giant," of the Mariposa Grove has its first limbs one hundred feet from the earth; its height is nearly three hundred feet, and its diameter is twenty-seven feet nine feet from the base. In this grove are one hundred and twenty-five trees, having each a circumference of more than forty feet, and averaging from two to three hundred feet in height.

The Calaveras Grove, north and east of Stockton, reached by stage, stands at an elevation of four thousand seven hundred and fifty-nine feet above sea-level, and occupies an area thirty-two hundred feet long by seven hundred feet broad, and includes ninety-three mammoth sequoias and upward of one hundred sugar and yellow pines. It is sixteen miles from Murphy's, on the old Silver Mountain Pass road, near the Stanislaus River. It was the first grove of big trees discovered. These giants, many of which lived before the Flood, are given distinguishing modern titles. "The Keystone State" is three hundred and twenty-five feet high, and forty-five feet in circumference six feet above the ground; "General Jackson," nearly the same; "Mother of the Forest," without bark, three hundred and twenty feet high, and sixty-one feet in diameter six feet above the ground. Other names are Daniel Webster, Richard Cobden, Starr King, Henry Clay, Bay State, Abraham Lincoln, Uncle Sam, U. S. Grant, George Washington, Henry

Ward Beecher, Florence Nightingale. In this grove are thirty-one trees ranging from two hundred and thirty to three hundred and twenty-five feet in height, and from thirty-one to sixty-one feet in circumference six feet from the ground. One fallen monarch, quite four hundred feet in length, it is believed has lain prostrate a thousand years. Professor Whitney gives this bit of history: —

> "The exact measurement of the diameter and the ascertaining of the age of one of the largest trees in this grove was made possible by cutting it down. This was done soon after the grove was discovered, and it is said to have occupied five men during twenty-two days. The felling was done by boring through the tree with pump-augers. It was no small affair to persuade the trunk to fall, even after it had been completely severed from its connection with the base. It was done, however, by driving in wedges on one side until the ponderous mass was inclined sufficiently, which was not effected until after three days' labor."

The Tuolumne Grove — often known as the South (or Stanislaus) Grove — is seven miles south, and the drive thither is exceptionally beautiful. This is the largest grove of all, numbering fourteen hundred trees. "The Dead Giant," still standing, is thirty-two feet through at the base, where an ample arched passage-way has been fashioned.

These paragraphs are but attempted descriptions. One must see and experience to comprehend — must stand in the perpetual twilight under the mighty spreading limbs, which he cannot hope to see by straight upward look. Ah, what secrets of the long-dead past they could divulge, were we but gifted to understand their language! It would seem that their great hearts must break with longings to speak.

One day in May, 1897, a cross-section of redwood cut from a log fourteen feet four inches in diameter, with the bark taken off, was lowered into the hold of a German ship, for shipment to London. The big slab was consigned to William Waldorf Astor to decide a wager. At a dinner party in London, Mr. Astor capped the climax of a number of stories told by traveled Englishmen with the assertion that a table made from a single slab of the California sequoia would comfortably accommodate forty persons at dinner. The declaration resulted in a wager, which was accepted, and the redwood slab three feet thick and weighing nineteen tons, for Mr. Astor's table, was the outcome. It was a splendid specimen cut from one of the giant trees in Humboldt County.

Visitors at the World's Fair in Chicago recall the pretty California wine-room made from a hollow section of redwood, with pictures on the wall, office-desk, and chairs included in the furniture. Californians were constantly exasperated by hearing wise ones declare the redwood room was manufactured. Some of the keenest of the doubters could see where the sections were joined!

SALINAS — PASO ROBLES — SAN LUIS OBISPO

Crossing the foothills of the Santa Cruz Mountains from Santa Clara Valley below Gilroy, the Coast Division of the Southern Pacific leaves the main line at Pajaro and follows the Salinas River down the wide, productive valley to the hills of San Luis and the mountain range of Santa Ynez. This beautiful valley promises to lead the world in the production of beet sugar.

Salinas, one of the thriftiest of inland towns, is the first place of importance below Pajaro. It has a population of thirty-five hundred, and is the center of the sugar-refining industry and the capital town of Monterey County. The largest beet-sugar factory and refinery in the United States is one of the improvements Salinas for 1897.

Paso Robles (Pass of the Oaks), famous for its springs of great medicinal value, is a brisk trading town, and has one of the largest and best-appointed resort hotels on the coast. There are two thousand inhabitants, and many branches of progressive industry.

Climbing the steep grade of the Coast Range and penetrating the heart of the San Luis Mountains through a long tunnel, the train emerges at the summit upon a view of hill, cañon, valley, plain, woodland, and ocean such as is seldom seen in this or any other country. Way down, down, the track loops upon itself several times and sweeps into the valley where, nestled among the foothills and guarded by two giant peaks, San Luis and Bishop, the pretty city—

San Luis Obispo welcomes the visitor to rest, recuperation, and rare enjoyment. And the home-seeker may well pause here to investigate business opportunities. The town has fifty-two hundred population, is set in the midst of some of the most enchanting scenery, and has one of the best hotels in the State. San Luis Obispo County has a sea-coast of over eighty miles, and five shipping points by sea. San Luis Obispo is the county seat. At—

Port Harford, nine miles from San Luis, the coast railway meets the coast lines of steamers. This is the principal port in the county, and its harbor is third in California, being excelled only by those of San Diego and San Francisco. From Los Olivos, sixty-six miles farther on, a stage line to Santa Barbara, a distance of forty-eight miles, carries one over the Santa Ynez Mountains, and gives a series of picturesque views that add a new delight to his Californian memories.

This line of the Southern Pacific is operated to Lompoc. At Elwood the stage line connects with the main line again, and the traveler passes on through Santa Barbara and San Buenaventura to Saugus, the junction of the dividing lines, and so on to Los Angeles. The Southern Pacific will soon connect Los Olivos and Elwood by rail, thus giving virtually two through lines from San Francisco to Los Angeles.

FROM SAN FRANCISCO TO LOS ANGELES AND SAN DIEGO

FROM the Market-street ferry, *via* the Southern Pacific Railway, through Oakland, Port Costa Tracy, Lathrop, and intermediate stations, to—

Fresno, two hundred and seven miles from San Francisco. This is the judicial seat and business center of Fresno County, interested chiefly in the wool, wine, and fruit trade, and the culture and preparation of raisins. One grape vineyard contains six hundred acres. The lands are watered by the San Joaquin and King's Rivers. Two and three crops of raisins are gathered in the year. Fresno County has dense forests of cedar, redwood, and pine, and the manufacture of lumber is an important industry. The city's population is 10,820.

Tulare, forty-four miles farther south, is a brisk town of nearly three thousand inhabitants. Tulare Lake, a few miles west of the railway line, is a large body of water, covering several townships. Tulare is "a place where the rushes grow." A side line runs east from here to Visalia, the county seat. Mt. Whitney, the highest point in the United States, is in Tulare County.

Bakersfield is three hundred and fourteen miles from San Francisco, and one hundred and sixty-eight miles from Los Angeles; population over twenty-six hundred; county seat of Kern County; situated on the Kern River, which supplies six hundred and fifty miles of irrigating ditches. Salt, lime, petroleum, and asphaltum are among the natural products of the county, and its mines have yielded a total value of over one and a half millions.

Tehachapi, forty-eight miles farther south, is celebrated for its beautiful mountain scenery and "The Loop," ten miles beyond the town. The altitude at Bakersfield is four hundred and fifteen feet; at Tehachapi, three thousand and fifty feet. The length of the loop in the railroad is thirty-seven hundred and ninety-five feet; the altitude at the crossing over the tunnel, three thousand and thirty-four feet; and the altitude of the tunnel, twenty-nine hundred and fifty-six feet. This engineering bit of mechanical genius affords a gain of seventy-eight feet in elevation.

Mojave — Saugus.— At Saugus is the junction with the coast line completed to Elwood (from the south) and already mentioned in connection with the stage route.

San Buenaventura, where the line reaches the coast, is a brisk trading city of three thousand people, with many evidences of wealth and enterprise. It is the county seat of Ventura County. A few miles farther up the coast, we reach —

Santa Barbara — pre-eminently lovely in the wealth of verdure and profusion of flowers nature has lavished with prodigal hand on the favored spot. Santa Barbara is a model city, and has a world-wide celebrity for its perfection of climate, its charming scenery, its business enterprise, its architectural beauty, its medicinal springs, its historic mission, and every up-to-date improvement and convenience. It is probably the happiest combination of the attractive tourists' town, and the substantial get-to-the-front business center, of any city on the Pacific seaboard. Its population is ten thousand, its manufacturing interests are many, and its palms and roses get no breath of hindrance the whole year round. The rose festivals in Santa Barbara, once seen, are something to be remembered a lifetime.

Los Angeles, (four hundred and eighty-two miles from San Francisco).— The natural commercial center of the finest tropical fruit belt in the United States is Los Angeles. The building of the business continent made it so, as it has no trade opposition east, nothing south, is five hundred miles from San Francisco, and the ocean is its western supply-house. An early mission settlement, the southernmost California Coast was arid desert until man's persistent application of correct irrigating methods converted the wastes into fruit ranches of prodigious acreage and gardens of luxurious foliage. The waters of the San Gabriel and San Bernardino ranges are ample for the Los Angeles region, and towns and cities of marvelous beauty and resourceful advantages have sprung up within a radius of fifty miles.

Los Angeles dates its rapid growth from about 1880, when it had less than twelve thousand inhabitants. Now it is a city of magnificent distances, business streets, wholesale and retail, that would be a credit to the nation's metropolis, and residences that betoken wealth and refinement. The present population is one hundred and ten thousand. Its public buildings, including the largest court-house in California and a city hall of liberal proportions, are built to accommodate future necessities. Its newspapers are among the best on the coast, and its hotels are many and ample in size. A great pool of crude petroleum, discovered a few years since, supplies cheap fuel for manufacturing purposes.

In park land Los Angeles is especially favored. Originally the entire area occupied by the city, and more, was a Mexican grant to the adobe village. This has been a source of vast revenue, as tract after tract has been transferred to private ownership. Here and there choice reservations have been converted into parks, the prettiest of which is West Lake. Another tract contains nine hundred acres, while the Griffith Park donation of 1896 comprises three thousand acres, and is the largest park in the United States.

Proceeding from and ramifying the entire plain from Mt. Lowe to the coast, are steam and electric railways. The Southern California — a part of the Santa Fé system, — the Southern Pacific, and the Terminal Railway lines supply the steam transit; while electric railways run in many directions.

Los Angeles is truly a national city, in that its inhabitants represent every State and Territory in the Union. The old Spanish quarter is still preserved, many adobe houses being occupied, while the bells of the ancient mission church still gather to worship the descendants of the early settlers. The city is growing rapidly and is strong in everything that joins to make a great metropolis.

Pasadena. — Nine miles east of Los Angeles, and connected by four distinct lines of railway, is the Garden City of the Pacific Coast, the most beautiful of residence places — Pasadena, a city of twenty thousand people, constructively a symphony of architectural beauty, and in wealth of expenditure befitting the luxury of its millionaire residents. Broad streets, large lot areas, modern improvements and conveniences, fine hotels, and delightful climate make Pasadena much sought for by Eastern capitalists, and it is a Mecca for tourists to the Pacific Coast. Its churches and schools are many, and it supports several daily and weekly newspapers. In profusion of flowers Pasadena has scarcely a rival, and its annual flower festival on the first day of the year attracts to its hospitality thousands from near and far.

Santa Monica and **Redondo,** resort towns on the coast, have numberless attractions — fine bathing beaches and attending establishments, delicious air, splendid hotels, all the luxuries of life in its most enjoyable aspects, and kept within reasonable rates. Indeed, the sojourner for a brief season is bewildered to make choice, so many charming places, each with distinctive advantages, attract him.

The National Soldiers' Home, half-way between Los Angeles and Santa Monica, is a place of more than ordinary interest to the visitor. Fifteen thousand acres are included in the tract which the Government has converted into a beautiful home park for fourteen hundred veterans of the Civil War.

Santa Catalina Island, twenty miles off the coast from Santa Monica, is a favorite summer resort, and during the season steamers regularly ply to its shores. It is sixty miles southwest of Los Angeles and comprises forty-eight thousand acres.

Mt. Lowe, (six miles east from Pasadena).—An electric railway winds its crooked way up Rubio Cañon to a cable incline which, at an angle of sixty-two per cent. of perpendicular (the steepest in the world), carries one up three thousand feet to Mt. Echo Hotel, a resort tavern overlooking the orange land to the sea. A trolley line goes sixteen hundred feet higher, to Alpine Tavern, and seventeen hundred feet more by trail takes the tourist to the summit of Mt. Lowe, from which vantage spot the view is magnificent, extending over all the lesser ranges west, and affording a beautiful panorama of the Sierras, where snow never melts, though summer sunshine smiles on every side.

San Bernardino.—Sixty miles southeast of Los Angeles is San Bernardino, the beautiful metropolis of the county and valley of the same name. Its altitude is one thousand and seventy-five feet; its population, ten thousand. The county is the largest and most picturesque in the State, and larger than some entire States in the Union. Its first settlement was by the Mormons, over forty years ago; it is a romantic story, and in old San Bernardino are reminders of this early occupancy. Its growth into a handsome modern city is compassed within recent years. There are ten miles or more of street railway in and about the city; sixteen standard-gauge passenger-trains arrive in and depart from the city daily; three distinct motor roads enter from different parts of the valley, making in all twenty-three trains that unload their passengers in the heart of the city every day. The county has fine farming and grazing lands, and compasses some of the finest and most extensive orange orchards in the great citrus belt. It is abundantly watered by streams from the mountain ranges on the east, and contains rich mines, mineral springs, and health resorts, and, like all towns of Southern California, is fairly buried in flowers.

To best enjoy this wonderfully productive and beautiful section of garden lands, take the "Panorama train" over the kite-shaped track and the main line of the Southern California Railway (Santa Fé route) between Los Angeles and San Bernardino.

Riverside, the county seat of Riverside County, is one of the largest distributing points for oranges in the State, a thriving, beautiful little city of seven thousand inhabitants.

Redlands, at the upper end of the Santa Ana Valley, has yet to celebrate its fourteenth birthday; still its orange orchards have a fame for fruit that assorts with the finest. The culture of the the raisin grape is also very successful.

Ontario and **Pomona** are beautiful, thriving towns, engaged in the culture of fruits of every description — oranges, lemons, apricots, prunes, almonds, walnuts, peaches, grapes, apples, and berries, in infinite variety, yield abundantly. An ample supply of water for irrigating purposes comes down from the majestic mountains that stand guard round about. This section of California is indeed the garden of the universe, and its possibilities are almost beyond belief. The air is redolent of fruit and blossom, the scenery beautiful and picturesque beyond portrayal, the climate mild, equable, and healthful. Mountain streams and mocking-birds furnish music.

Highland is another beautiful orange town eight miles from San Bernardino. All tropical fruits grow in this rich belt. The season of 1896–97 yielded seven thousand carloads of oranges alone for Eastern shipment.

Orange, a growing little town, surrounded by fruit orchards and groves, is taken in by this itinerary. These Panorama trains make a run of one hundred and sixty miles through the fairest horticultural region of California. There are fifteen picturesque little towns on the loop east of San Bernardino, a circuit of twenty-five miles.

From San Bernardino go up into the beautiful cañons and out to the hot springs; from Redlands take the drive up Smiley Heights; from Ontario take the gravity street-car line up Euclid Avenue, a grand thoroughfare fifteen miles in extent and wide enough for double rows of trees and beds of flowers, a fine boulevard for driving, and tracks for bicycles. This will carry you up San Antonio Cañon, where are shaded streams, wild flowers in abundance, and good trout-fishing. You go back to town (from North Ontario), the seven miles of completed road, simply depending upon the brakes to keep you from getting there too suddenly. A drive to Chino and its beet-sugar fields and factory from this point is full of interest. Note the irrigated, cultivated grounds alongside the white sands with their cacti and sage-bushes, and be told how speedily one may be converted into the other. Frequent changes are made in these local routes, and the railway folders of the Santa Fé and the Southern Pacific furnish the best itinerary.

San Diego.—The extreme southwestern city in the United States is San Diego, within five miles of the Mexican border, and one hundred and twenty-six miles south of Los Angeles. In 1890, it had a population of 16,159, and in 1897 these figures are doubled. Next to San Francisco, it has the finest harbor on the Pacific Coast. The largest, and in many respects the finest, resort hotel in the country is the Coronado, on the beach across the harbor from the city. Lemon culture flourishes better in San Diego County than in any other coast section. At Oldtown are the ruins of the first of the missions.

Southern California is rich in old mission history, the churches at Santa Barbara, San Gabriel, San Juan Capistrano, and Los Angeles being of especial interest, and all being in excellent state of preservation or restoration.

The foregoing itineraries embrace only land excursions. For those who have leisure and inclination, the journeys up and down the coast may be pleasantly made by steamer. The trip to Santa Barbara, Los Angeles, and San Diego is a delightful one by the boats of the Pacific Coast Steamship Company.

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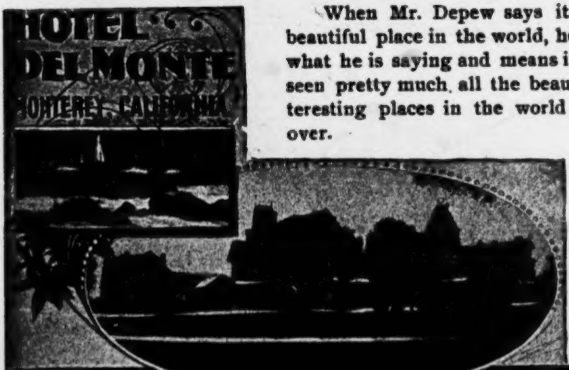
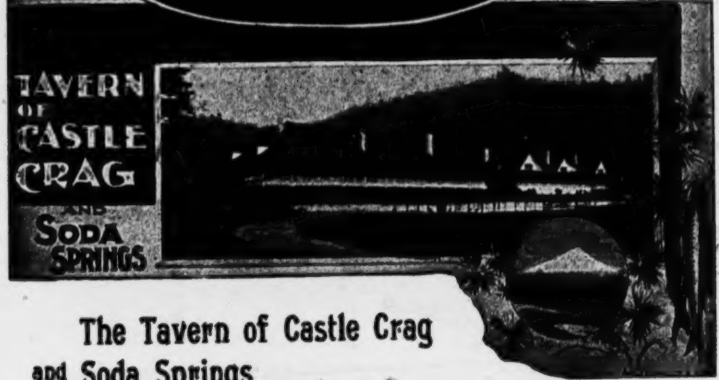
CHAUNCEY M. DEPEW, the famous orator, statesman, railroad president and millionaire, has just returned to New York after an extended trip of 9000 miles and visits to twenty-five different States in the nation. In a newspaper interview telegraphed to the San Francisco *Examiner* he said: ***"I visited Monterey, and I call it the most beautiful place in the world. Monte Carlo cannot compare with it. Its 17-mile drive is unparalleled for fineness."***



When Mr. Depew says it is the most beautiful place in the world, he knows just what he is saying and means it, for he has seen pretty much all the beautiful and interesting places in the world many times over.



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